THE EVENING TELEGRAPH.

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FIRST EDITION

RAIN AND RUIN.

After the Calm the Storm.

A Great Flood on the Schuylkill.

The Waters Higher than Ever Before, and Still Rising.

The Dam at Fairmount Lost to Sight —Great Destruction of Property in the City, and Along the Schuylkill Valley.

From the 4th of August to the 26th of September, we were parched and panting for rain. The drouth was more severe and longer continued than any in the previous history of this city and its vicinity. The great storm of September 8th, which unroofed the Boston Coliseum and spread desolation all along the New England coast, barely included Philadelphia in its outer limit. There was a sharp, brief flurry of wind and water, but scarcely enough to raise the dust and lay it. The shower of last Sunday was a good, wholesome, generous one, and when it had passed the water was rushing over the dam. Then came the recompense, the grand outpouring of yesterday, a general opening of the celestial flood-gates, and to-day at noon the dam at Fairmount, so long obtruding its unsightly and obnoxious presence, was lost to sight. Three years ago there was a memorable flood in the Valley of the Schuylkill; but the flood of last night and this morning so completely overshadows it that it dwindles into nothingness. Indeed, within the memory of the traditional "oldest inhabitant," the grand rush of waters chronicled below has never been equalled, and only approached by the great ice drift of about twenty-five years ago, when the waters were not as high as they promise to go before we have seen the last of their turmoil to-day, although the destruction of property was greater because of the packing, and drifting, and crushing weight of the ice. Below we give as complete a sketch of the state of affairs as is possible, furnished by several reporters, each of whom has visited the locality which he describes.

Below the Dam.

At an early hour this morning hundreds of our citizens, knowing, from the severity of yesterday's inundating storm, that the Schuylkill had swollen into the proportions of a freshet; and anxious to witness the sudden transition to a flood from a scarcity of water, wended their way to Fairmount and the wharves below the dam. On reaching there what a spectacle met their eyes! Even with the tide at an ebb, the river had swollen like a huge monster in anger, rolled in resistless torrents over the topmost timbers of the wharves, and surged in mighty volumes up steep banks that had not been touched by its waters for more than a score of years. From one extreme point to the other it went. But a few days since, and you could have counted the pebbles even in the centre of its bed; to-day you would hardly know at what point to mark its limits. Upon either bank below the dam, thousands had congregated to view the sublime yet terrific scene. The Wire Bridge was thronged with spectators, awed into silence by the sight. Truly the windows of heaven had been opened, and man stood amazed at the deluge that had descended! The noise of the rushing torrent could be heard for squares—not even the busy hum of life and activity in the streets could drown it. Before you reached the river's front you knew that its waters were there.

Clustering in an affrighted group just below the Wire Bridge were the canal boats, which had been waiting for weeks, on account of the lowness of the river, to be "locked" through. Their sides, long unwetted, seemed to look aghast at the unwonted flood. In addition to the ropes which attached them to the wharves, many had thrown out anchors or heavy articles to serve as anchors, and even with these aids struggled hard to maintain their places. The greedy waters wished them for a prey, and mustered round their prows in desire to roll and toss them in the torrent.

Spinning with fearful velocity down the stream were barrels, boards, limbs and trunks of trees, boxes of cars, fences in sections fifty feet in length, sheep and pig pens, articles of household use, etc., all whirling in the eddies of the dark-colored, muddy water, and threatening destruction to any bold craft that ventured in their path. Here and there, upon either shore, were numbers of bare-legged men, armed with long po'es, reaching for and catching the wave-tossed timbers. Many a poor man's cellar has been stored with winter fuel. "An ill wind it is that blows nobody good!"

Every house, dwelling, and tavern upon the banks below the dam; every lumber-yard, coal-yard, and stone-yard; every wharf, bank, and landing was flooded, and all waiting in fearsome expectation of the further rising of the tides and the torrent.

Many of the dwellings and public houses were flooded to their second stories, their occupants fled, and their bare rooms echoing alone to the rushing of the waters.

The lock of the Schuylkill Navigation Company at the dam was visible only by the small bridge which spans it. Its sides and top were covered by the torrent.

The Philadelphia Gas Works, at the foot of Market street, came in for its share of the inundation. At an early hour it became apparent that considerable damage would be inflicted, and the employes set to work to extinguishing the various fires used on the place. However, the water raised so rapidly that before the coals could become cool the water flowed over them, thus creating a dense smoke, which occasioned considerable alarm among the residents in the neighborhood. Rumors that the works were on fire were spread, and the reports reaching the various fire companies they repaired to the spot, but fortunately their services were not required.

The owners of the lumber yards which line both sides of the Schuylkill will prove heavy losers. The current washed away pile after pile of lumber, and by 1 o'clock, when the tide was at its height, but little of the floating material was left on any of the wharves below Market street. At this time the water had risen so high that but little space was left between its surface and the arches of the bridges across Market and Chesnut streets, the span across the Schuylkill, north of the Arsenal, the Baltimore Railroad bridge and the Penrose Ferry bridge. The meadows in front of the Almshouse and the grounds of the Eastwick Park Association were completely overflowed, and all movable property located on these tracts of land were washed away.

The cars belonging to the Pennsylvania Central Railroad which were tracked along the banks of the river, above Market street, were all flooded, many of them being washed from the rails and damaged by pieces of drift wood which struck them.

The City Mills were flooded and compelled to suspend work.

The soap works of G. Cook & Sons were flooded.

The oil works of W. D. Hubbard were also flooded.

Naylor & Bro.'s lumber yard was inundated, the piles of lumber being washed from their foundations and many of the boards lost.

The coal yard of John Kensey, the oil works of Laird & Co., the soap works of Van Haagen, McKeone & Co., and the place of Hammond & Co., were all visited by the rising waters, and damaged.

Several of the foregoing places were forced to stop work, the employes thronging around the wharves, anxious spectators of the flood which had suspended their labor.

The machine shop and foundry of Barnet Le Van, at Twenty-fourth and Wood streets, was submerged to the depth of eighteen inches on the first floor at 9 o'clock this morning, when the tide was still within four hours of its flood. The place stopped work. Damage to it will reach at least $2500.

At the Dam.

We say "at the dam," although this interesting obstruction to the free passage of the river's water, dry for many weeks, is no longer visible. There is not the slightest indication that any dam is built between the banks of the river at Fairmount. The flood rushes along in an unbroken volume, without a fall even of a few inches, from the Wire Bridge to the Girard Avenue Bridge.

The timbers, barrels, and fences, tossing down the torrent, rush over the spot where the dam should encounter them, and know of no such obstacle. The sheet of muddy, turbulent water meets the eye at the Fairmount Water Works. Those latter have all been stopped, their furnaces being flooded, and now are drowned in the water they have long wished.

Novel, indeed, and fearful is the spectacle, and the hundreds congregated in the vicinity of the place where the dam ought to be visible, speak to each other as if in apprehension that the next freak of the flood would be the washing away of the solid ground on which they stood.

Above the Dam.

As far up as the Girard Avenue Bridge, roaring around the points, swelling into the miniature bays of the river, and growling at the moistened beauty of the Park, the flood rushes on its way to the mouth of the river. The boat-houses in the Park, along the northern bank, are submerged. The roofs of the former can, indeed, be seen, but the latter is entirely invisible. The angry floods surge against the piers of the Girard Avenue Bridge, as if determined to wash away their stony firmness, and in the breast of any one who gazes on their troubled surface a fear arises that they may succeed.

The carriage drive along the shore—the Park drive—is under water, and fishes sport with the flowers in the crevices of the bluffs. Not a boat, steamboat, tug, or barge dares to front the torrent, and the trophies of its relentless fury bounce from billow to billow, with nothing to stay them on their course down the river. Hundreds of people are in the Park on the high banks, looking at the grandeur of the scene.

With every moment the water appears to rise still higher. But at noon, just as it had reached its tallest limit, the sun blazed forth in fitful glory, to be sure, but still bright enough to give assurance that the worst was over.

The Falls.

Passing onward up the river, we find Tissot's, Arnold's, Leon's, and all the other establishments on the bank of the river, preparing to flee from the rising water. On the opposite bank of the river, the water has completely submerged the river road, and the people residing in "Simpson's Row" are storing their furniture in the upper rooms of their domicils, or are vacating altogether. Thus far, the water has failed to touch the covered bridge, crossing the river above Leon's, but so strong is the current, that it is feared that the piers will be washed away and the bridge demolished. No fears are entertained for the stone bridge of the Reading Railroad Company. No estimate of the damage can be made at this time.

At Wissahickon.

The Wissahickon, usually mild and murmuring, is at this writing a furious, rushing torrent of water. The meadow lands between the turnpike and the Schuylkill are inundated, and the water from the Schuylkill, backing up against that of the Wissahickon, has made its way through the meadows, and nothing is left to mark the beautiful spot save the high ground on the banks of the river and the tops of the fences which skirt the turnpike at the junction of School lane. Dobson's mill, on the banks of the creek, beneath the railroad bridge, is completely surrounded and filled up to the first floor with water, and the people residing on the pike opposite the mill have or are removing their goods and chattels to safer localities. The barn-yard and barn of Mr. James Dobson are in danger of being washed away at any moment, and the horses and other stock were removed at an early hour this morning. Some idea of the condition of things may be formed when we state that the water has forced its way over the banks in the rear of Dobson's Mill, and is tearing a channel down the Wissahickon turnpike, rendering the creek an almost unbroken sheet of water from the high banks along the turnpike to the woods on the opposite side. The damage sustained by Mr. Dobson will probably amount to over five thousand dollars, as considerable of machinery has recently been placed in the mill, and numerous improvements on the surrounding grounds. The new dam and the stone bridge of the Ridge turnpike at Wissahickon were still standing at the time our reporter left, but as the water was still rising and dashing against the walls, it is feared that the bridge at least, will succumb to the flood. The structure is a new one, the old one having been washed away some two years since. The house and grounds of Mr. Bancroft, which have recently been put in most beautiful condition, are surrounded by water, and it is feared that the dwelling formerly used by the steamboat company as a passenger depot will be washed away.

Passing on over the high ground at the junction of the Manayunk and Ridge turnpikes, we again meet the maddened waters at the board yard of Mr. Nathan Jones, which lies along, and but a few feet above, the level of the river at low water; of course the whole concern is under water, and piles of timber go floating off down the river despite the efforts of Mr. Jones and his gang of workmen to stop them. The current at this point has a terrific sweep, and cords and cables which fasten the piles of lumber to some friendly trees are parted like spider webs. How much the damage at this point will be it is impossible to say at this writing. Should the water continue to rise during the afternoon as it has during the morning, the whole establishment will no doubt be swept away, except a few piles which occupy the high ground in the vicinity of the old stone barn which faces the turnpike. It is believed that the Pencoyd Iron Works are out of danger.

Manayunk.

Here the scene beggars description. Houses and barns, some whole, others in pieces, go floating along, while the dead carcasses of hogs and other animals that have been unable to escape the flood go jarring against the timbers which fill the river from side to side. All night long the factory bells and whistles of the town sounded the melancholy alarm and called the workmen from their beds to assist in saving the goods and such machinery as could be moved from the relentless grasp of the rising water. Passing upward from Jones' lumber yard, we find the water high up over the street railroad, on the north bank, and pouring into the tenement houses on Montgomery county side. Sutton's woollen mill is completely surrounded by the water, which has commenced to pour into the lower windows. Next come the gas-works. These works are situated some ten or twelve feet above the level of the street, but at the time our reporter left the water was gradually creeping up the cart-road leading to the yard. A strong force of men are on hand, and no fears are entertained but that the work will go on uninterruptedly. Maxon's mill, just above the gas works, and the tenement houses on the opposite side of the street, are completely surrounded, the water being nearly six feet deep on the first floors. Carts, wagons, and other articles are floating about, and hundreds of women and children stand by, awaiting the moment that all shall be swept away. The men are all out at their respective places of employment, doing their best to save such articles as have been spared by the water or are floating about within reach. No boat could certainly live for a moment amid the logs and other matter which go surging along in the flood. Just above, on the same side of the street, the stable of the old Fountain Hotel is filled with water, and the current is pouring into the cellar of the hotel itself. The steamboat landing and the saloons on the opposite side of the street are in the midst of the raging water, and will probably suffer considerably, if they are not entirely washed away. Just above the steamboat landing are the factories of David Wallace, Esq., and Jacob Heft. At the time our report closed, the water had done but little damage to either of these mills, but was gradually creeping into the lower stories.

Just above, and along the banks of the canal, are rows of mills stretching out about a mile, each one of which has its walls extending down to the level of the river at low water. As a natural consequence the lower stories of these establishments are filled with water, in some places as high as the second story. First comes McFadden's, at present leased as a shoddy factory. Next comes the new establishment of Mr. Seville Schofield; next the extensive establishment of A. Campbell & Co.; next the paper mill of W. W. Harding, Esq.; next the "Hipka Mills," at present run under the direction of Robert Patterson, Esq.

Then follow in rotation Arbuckle's, James B. Winpenny's, Bolton Winpenny's, A. Campbell & Co.'s, Solenis', the Shirt-knitting Co.'s, Whittaker's, Preston's, the American Wood-Pulp Company, and other establishments of a minor character. All of the above-mentioned establishments are filled with water, and those of Messrs. Whittaker and Preston are in danger of being washed away, the water having surrounded them on all sides. From what is called the "Yellow Bridge," at the upper end of the town, to Flat Rock, the river has extended itself until it is almost one unbroken sheet of water from the Norristown Railroad on one side to the Reading Railroad on the other. The people who reside in the vicinity have removed as much of their goods as was possible during the night and early this morning, using boats as the mode of conveyance.

The distress which exists can be well imagined. Whole families are houseless and without a place to lay their heads except that which is provided by their philanthropic neighbors. Women and children, wringing their hands in agony, stand watching the flood as it grasps their little all and tears it in a moment from its place and hurries it away from their sight forever. Everything is distressing, and the people stand powerless. The water has already touched the lower timbers of the bridges, and as each piece of floating timber strikes the structures an involuntary groan ascends from assembled throngs, for it is well known that should the bridges once give way a jam would be the result, and the waters, already unprecedentedly high, would be forced back and render the destruction still more terrible than it already is. Just above the Pulp Works the curious sight of a gas-lamp burning in the middle of a river was presented. The water soon reached it, however, and at present there is neither light nor lamp-post to tell where the beacon stood.

Looking over the river, opposite the paper mill of Mr. Harding, are the factory of John Campbell & Co and numerous dwellings. These houses, with one exception, were situated on the high bluff and on the south side of the river road, and until about eight o'clock this morning were believed to be out of danger. About that hour the water had swept up the banks, and was in danger of carrying off the gasometer of Campbell & Co., and workmen set about securing it. The tank was torn from its foundation and moored to the dye house, which still lays in comparative safety. The water has reached the foundations of the factory, however, and it may be that, ere this reaches the eyes of our readers, the whole concern will be swept away.

Just above this factory is a frame tenant-house, with the water rushing through it as though it were a sieve. The people were taken out of the house at an early hour this morning. Most of the furniture was also secured. On the other side of the road the lower stories of all the dwellings are also filled with water, and the people are moving about in boats. At the end of the bridge, the paper-mill of Mr. Rudolph was slightly damaged and a portion of the stable washed away. Fences are nowhere to be found.

Flat Rock.

The Flat Rock dam is swollen beyond all precedent, and the water is finding its way along the road on the south bank. The new city water-works engine building is in great danger, the water having commenced to mine away the foundation.

Spring Mill.

The flats in this vicinity are completely submerged, as also is the Norristown Railroad track and the movable materials on the coal wharf of Mr. Hitner have been swept away.

Conshohocken.

There is great damage being done on both sides of the river at this point. The water is up over the canal banks, and the foundry of John Wood & Bro., and the factory of George Bullock, as well as all the others, are flooded and in great danger. The damage here will be very severe.

The water has reached the depot of the railroad company, and the trains that have succeeded in getting this far down are halted, and without any prospect of getting through to-day.

Norristown.

From Conshohocken on up, the houses on the river banks are filled with water, and in one or two cases are completely inundated. The factories and foundries are all more or less in a dangerous condition. Messrs. Hoover & Shall are on hand with their workmen to prevent whatever damage they can. Heebner's flour mill is filled with water almost to the second floor, and consternation pervades all circles. Stony creek, at the upper end of the town, has run wild, and the lumber yard of Mr. Bentz has suffered considerably.

The whole valley of the Schuylkill has no doubt suffered to a considerable extent, but at this writing it is impossible to give anything like a fair estimate.

The whole bosom of the river is filled with floating debris of different kinds, but, so far as is known, no lives have been lost.

The Wissahickon.

The Wissahickon, as well as the other streams about the city, have all overflowed their banks. The damage along the Wissahickon, on which are erected numerous mills and private residences, promises to be disastrous in the extreme. Wissahickon Hall and the Old Log Cabin both had the water in their lower stories.

Creashem Creek.

The provision recently made in case of freshets at the outlet of Creasham creek fortunately saved considerable money for those who have mills along its line. Carr's mill was the only one which has been reported as having sustained any damage, and that was of a trifling nature.

Cohocksink Creek.

The flood was so great on this stream that the culvert which is in the course of construction was blocked up, and the surrounding country between Ninth and Broad streets was completely inundated. The dwellings in th immediate vicinity sufferd considerably.

The River Drive.

The swollen waters of the Schuylkill now cover the boundaries of the Park. The carriage drive that connected Fairmount Park proper with the old Lemon Hill section is completely submerged with water some feet in depth. It was impossible for horses to breast the fierce current, and any passage along the river bank is impossible for either pedestrians or carriages.

One of our correspondents learned this by grim experience this morning, arriving at the river front of Green street only to see a raging current rushing in front of the old Park Hotel, now used as a headquarters for the park engineers. By a long detour, Girard Avenue Bridge was reached, and here a scene was presented that is almost indescribable. Words cannot give a vivid conception of the impressive scene presented.

Girard Avenue Front.

As far as the eye could reach, up and down the stream and from shore to shore, rushed a rapid torrent of water, at a speed of not less than eight miles per hour. The bare rocks that a few days since were to be seen scattered through the stream were now submerged many feet. The waters were covered with floating beams and planks.

Spring Garden Water Works.

The sight of the great flood sweeping away, in its resistless race to the dam, awakens serious apprehensions for the efficiency of the water works lying below. A little run from the carriage path brings one to the stone house containing the engines and pumps. No work is going on, and the men are huddled together. Jutting out upon the edge of the flooded tract of ground lie the furnaces. Into them is pouring a stream of water apparently several feet in depth. In the outer ones the fires are out, while in those furthest from the river the fires are smouldering and nearly quenched.

Scarcity of Water Again.

On inquiry, we learn that the water commenced to flow in about 6½ o'clock this morning, and it soon became impossible to sustain the fires. The new Cornish engine, No. 5, was run about three hours, but before 10 o'clock every pump had to be stopped. Of all the water works in the city limits the only one now in operation is the Delawere Works upon the Schuylkill, which supply Kensington in part. All along the Schuylkill have been flooded out, and when they will be able to resume operations cannot be said. A great freshet is as bad as a long drought, as far as the supplying of water by the city works is concerned. The same necessity that existed to be sparing in the use of water now exists in fully as great a degree. Let every citizen comprehend that not an engine or pump is at work or can work to supply water to the basins until the immense freshet subsides; then he will understand how there may be, with

"Water, water everywhere,
And not a drop to drink."

Standing on the east end of the bridge and looking southward towards the dam, an old habitue would be startled at the immense volume to which the placid Schuylkill was swollen. On the east bank the angry waters were only bound by the firm granite rocks that have stood immovable for many ages, and will outlast our strongest structures. Not a trace of the drive by the river bank is now left. The tumultuous current has swept over it, and the water line is left on the rocks "way above head and hands," as the boys would term it. What will remain of its gravel bed at the subsiding, is a too intricate problem for present solution.

To the north lies a broad belt of water, spreading hundreds of feet into the mainland. Close by the foot of Girard avenue bridge lies the Spring Garden Water Works, full four hundred feet back from the ordinary channel. This space of ground is now a water lake, with the tops of its boundary fences yet showing above the water. To the north, a short space, lies the fine bridge of the Junction Railroad. Above and between these two bridges the river is a seething, roaring flood, full of fragments. Against the piers stray timbers have been cast up, and over these impediments the water foams and plunges in miniature cataracts.

Even were the fall's steamboats able to breast the force of the mighty torrent, it would be impossible for them to pass under the arches of Girard avenue bridge. So huge is the volume of water that pours through the arches of the piers that enough space for their passage is not left between the level of the river and the floor of the bridge. By such comparisons as this alone can an idea of the present flood be given to one not a spectator.

At 6 o'clock this morning the Corinthian Avenue Reservoir contained 23 feet of water, and the Spring Garden Reservoir 14 feet. Upon these supplies the city must largely depend for household and factory consumption until the works can again be put in active service.

The Greatest Flood Yet.

Upon the iron plate attached to the door frame of the furnace room, is chiselled a line to mark the height reached by the great flood of 1850. At our request, one of the hands trudges philosophically into the flood covering the floor and reaching up to his waist, to measure the height of the present flood in the room. He announces it is 2 feet 8 inches high, and within an inch-and-a-half of the flood mark, and gives the carved date of that—Sept. 3, 1850. Three minutes later and he would not have been able to read that date or see that mark, for in that short space of time the rising waters had covered those marks.

The old employes of these works are experienced hands in the matter of floods, having passed through many smaller ones; but they all give their belief that the present inundation is the greatest ever known in this city. Owing to the shortness of time from the rising of the flood this morning, they do not believe the flood will reach its height until late this afternoon or night. By that time the head waters and contributing streams of the Schuylkill will pour in their floods and increase its already monster volume.

The West Bank.

Regaining our carriage, and driving across Girard avenue bridge to the west bank of the Schuylkill, the scene of the rushing, roaring flood and its devastations comes again into view. There are no great rocks on this side to hem in the waters, and they spread far inland. Just to the south lies a small frame dwelling, with the smoke curling about its chimney, telling that it is a home for some poor family. The water has encroached upon its very threshold, and in all probability this shelter will soon be swept down the stream.

Chains have been put across the entrance into the West Park from this bridge, but having the "Open sesame" of newspaperdom, our carriage is permitted to drive along the west bank. The roads have been cut up a great deal by the heavy rains, but the laborers are already at work repairing these minor damages. At several points broad views are had of the torrent, still roaring and rushing onward. The tow-path is seen to be covered, and the flood spreading further in. Peters' Island is so submerged that only the tree tops are to be seen above the waters. From the main land an ornamental bridge, constructed this season, spans the channel ordinarily narrow and quiet, but now it is so swollen that the permanence of the bridge is scarcely possible.

All along the river bank to Columbia bridge is seen the same picture of the flood and the destruction caused by it. Ice-houses, factories and cottages are surrounded by the waters; in some cases it is pouring into the second-story windows. But the clouds are now seen to be broken, the sky is again blue, and it is fervently hoped that soon the terrors of this flood may be over, without any great destruction of bridges, life, or property to chronicle. All, however, rests in the hands of a merciful Providence, and man can do nothing to withstand the ravages of these resistless waters.

LATER.

The Bridges at Manayunk Washed Away.

Since the above was in type, a despatch informs us that our worst fears in regard to the bridges at Manayunk have been realized, and that a little after twelve o'clock the covered bridge, known as the "Pay Bridge," gave way before the current and was washed down, striking the "Tow-path Bridge" at the lower end of the town, and carrying it away also. At the time our mounted reporter visited the scene this morning, these bridges were filled with people.

The despatch does not say whether any person was carried down with the structure or not. It is not impossible that all the bridges between Manayunk and the city will be destroyed.

A canal boat, with two boys on board, was capsized at Manayunk at the time the bridges were swept away, and both drowned.

The Wire Bridge in Danger.

The canal boats are coming down the stream so rapidly that they got blocked under the Wire Bridge. It was found necessary to scuttle all the boats in order to save the structure, and workmen are kept busily engaged in sinking them as fast as they appear.

FROM NEW YORK.

The Wind and the Rain.

NEW YORK, Oct. 4.—There was a heavy gale, accompanied by torrents of rain, about daylight this morning. Several trees in various parts of the city and in the suburbs were blown down, and some damage done to chimneys, shutters, etc. The tide is very high, and several streets on the outskirts are flooded.

Destructive Fire at Saratoga.

SARATOGA, Oct. 4.—A fire here this morning burned the building occupied by Jenner & Oo., drug store; Gibbs & Son, flour merchants, and several lawyers' offices. Loss, $15,000; insured. The fire was the work of an incendiary.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH,
Monday, Oct. 4, 1869.

The improved condition of affairs in New York is having a favorable effect on our local money market. The demand for money from business and speculative quarters is active without being pressing, and no difficulty is experienced in obtaining funds on good security. The great want of the market is not so much money as confidence, the lack of which has more to do with our stringent markets and panics than the former.

The banks are discounting freely to their customers, and seem disposed rather to advance funds on first-class business paper than to lend on call with miscellaneous collaterals; this of course is owing to the unsettled condition of the stock market. Call loans on Governments are very popular and rule easy at 6@7 per cent.; but on mixed securities they cannot be quoted under 8@10 per cent., chiefly the latter.

There is very little discounting done, the makers of good paper holding aloof from the market. It may be quoted at 8@10 per cent.

Gold opened this morning at 130 and is now selling at 129¾. Market decidedly weak. Government bonds remain quiet, but prices are very steady a Saturday's quotations.

There was a moderate amount of business transacted at the Stock Board to-day, and prices were generally stronger. State loans were extremely quiet, with no sales of importance. City sixes were steady, with sales of the new at 100¾@100¾; 97 was bid for the old. Lehigh Gold Loan changed hands at 96¾.

Reading Railroad was active and prices advanced; sales at 47⅞ cash to 47¾ short, b. o.; Pennsylvania Railroad was strong, selling at 56¾; Lehigh Valley Railroad was taken at 54¾; and Philadelphia and Trenton Railroad at 115. 120¼ was bid for Camden and Amboy; 68 for Norristown; 36 for North Pennsylvania; 36¼ for Catawissa preferred; and 27¼ for Philadelphia and Erie.

Canal stocks were quiet, the only sales being in Lehigh Navigation, which sold at 35¾ cash, and 36¼ b. o.

In Banks there was a sale of the Bank of North America at 233.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$5000	Am Gold	129¾	
$600	City 6s, New	100¾	
$200	do	New, 100¾	
$1000	do	New, 100¾	
$500	do	New..c 100¾	
$5000	do	New, b3. 100¾	
$1000	C & A m 6s, 82	95	
$10000	Pa 1m 6s..1s	98¾	
$2000	Phila & E 7s	83	
$10000	do	1s	83
$2000	N Penna 6s	87½	
$2000	Elmira R 7s..1s	86¾	
$1500	Bel & D 3 m	78	
$500	Leh gold 1..c	96¾	
$2000	do	96	
$2000	do	96	
$9000	Leh 6s R Ln..1s	87	
$1000	do	c	87
12	sh Bk N Am	231	
21	sh Phil & T R	115	
100	sh Leh N St..b60	36½	
71	do	c	35¾
6	sh Penna R..1s	56½	
10	do	56⅝	
100	do	c	56¾
104	do	56¾	
37	sh Leh V R..1s	54¾	
400	sh Read R..1s	c	47⅛
100	do	b30	47⅜
100	do	c	47⅝
100	do	b5&1	47¾

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 119@119¼; 5-20s of 1862, 119¼@120; do., 1864, 119@119¼; do., 1865, 119¼@119¾; do., July, 1865, 117⅛@117¾; do. do., 1867, 117½@117¾; do., 1868, 117⅝@118; 10-40s, 109@109¾; 6s, 108¾@109; Gold, 129¾.

MESSRS. WILLIAM PAINTER & Co, No. 35 S. Third street, report the following quotations:—U. S. 6s of 1881, 119@119¼; 5-20s of 1862, 119¾@119¾; do. 1864, 119@119¼; do. 1865, 119¼@119¾; do. July, 1865, 117⅛@117⅜; do. July, 1867, 117⅜@117¾; do. July, 1868, 117⅛@117⅜; 5s, 10-40, 108⅞@109¼; U. S. Pacific R. Cy. 6s 108¾@108⅞. Gold, 129¼@129⅝. Market steady.

Philadelphia Trade Report.

MONDAY, Oct. 4—The Flour market is dull and prices favor buyers. The inquiry is limited to the immediate wants of the home consumers, who purchased a few hundred barrels at $5·25@5·62½ for superfine; $5·75@6·25 for extras; $6·50@7·00 for Northwestern extra family; $6·50@7·12½ for Pennsylvania do. do.; $6·75@7·50 for Ohio do. do.; and $8@9·00 for fancy brands, according to quality. Rye Flour ranges from $6·25 to $6·37½ per barrel. Nothing doing in Corn Meal.

There is but little activity in the Wheat market, and prices are weak; sales of 1000 bushels Indiana red at $1·43, and some amber at $1·46. Rye is lower; a lot of Western sold at $1·09. Corn is dull and prices favor buyers; sales of 5000 bushels yellow at $1·11@1·12 and some Western mixed at $1@1·03. Oats are without improvement; sales of Western at 60@63c. Nothing doing in Barley or Malt.

Bark—In the absence of sales we quote No. 1 Quercitron at $39 per ton.

Seeds—Cloverseed is steady at $7·50@8·00.

Timothy is quiet at $4·25@4·62; and Flaxseed at $2·25.

Whisky—A small lot of iron-bound Western sold at $1·26.

SECOND EDITION

LATEST BY TELEGRAPH.

THE AUTUMNAL FLOODS.

Terrible Storm in Maryland—Baltimore Partially Inundated—Jones' Falls Rises Fifteen Feet—Bridges Swept Away—Streets Navigable—Loss Over Half a Million.

GENERAL NEWS.

Reactionary Insurrections in Spain—Serious Troubles Anticipated—A General European Disarmament—A Disaster near Dresden—Financial Matters.

Etc., Etc., Etc., Etc., Etc

FROM BALTIMORE.

Terrible Freshet—The Water of Jones' Falls Fifteen Feet Above its Usual Level—More than Half the Entire City Inundated—Bridges Carried Away and Gas Mains Broken—The Loss Half a Million.

Special Despatch to The Evening Telegraph.

BALTIMORE, Oct. 4.—We have had another destructive flood and overflowing of Jones' Falls, with great consternation, and serious damage to property. The rain commenced on Saturday night, and continued almost incessantly until 3 o'clock this morning, falling in perfect torrents. Jones' Falls, which runs through the city, commenced rising, and at 3 o'clock this morning was some 15 feet above its usual height, overflowing the embankments, filling in various streets probably a thousand cellars, and in many instances passing into stores, causing serious damage to goods therein. At the Central Police Station, corner of Saratoga and Holliday streets, the water was eight feet high. In some portions of Gay street, near Bridge, it is also high, and has caused serious damage. In Saratoga, North, Pleasant, Mulberry, Centre, Fayette, Lexington, Second, Lombard, and nearly all other streets running across the falls, there was an overflow. Also in Harrison and Frederick streets, where many cellars and stores were flooded, as likewise in Marsh Market space, and one portion of Baltimore street, near the falls. One temporary bridge on Centre street was swept away.

All along the falls, from the entrance to the exit, throughout the city, there was an overflow and much destruction. The entire damage it is difficult to estimate, but probably all told, and considered in every aspect, it will not be less than three to four hundred thousand dollars. Fortunately no lives were lost. The scene and consternation at 4 o'clock this morning, when the water was the highest and the rain ceased, were distressing. All persons in the flooded district were up, moving goods and escaping for their lives.

The terror was intense. The gas main which crosses the falls was broken, and all that part of the city east thereof is left in darkness.

Many individuals lost heavily in goods. Half the city was up, looking at the scene.

There are reports of damages and serious floods in the country, on the Patapsco, Gwinn's Falls, and the upper part of Jones' Falls, and elsewhere. The water in Jones' Falls is still high, but has fallen some five or six feet. Along the small runs in the western part of the city, also, many stores and cellars were flooded. Many people are out this morning, looking at the scenes of destruction.

FROM EUROPE.

Agitation in Spain—Reactionary Movements—Serious Events Anticipated.

By the Franco-American Cable.

MADRID, Oct. 4.—The insurrectionary movement is maintained at different points. Communication between Madrid and the provinces is difficult, as the telegraph lines have been interrupted in their working very injuriously by the republican bands. The republican volunteer forces collected in the cities—Madrid, Barcelona, and others—with the view of rescuing the prisoners taken by the military during the late engagements at the barricades, have cut the telegraph wires and stopped the mail trains carrying the Government despatches.

Very considerable alarm still exists at Bejar, where the populace remains excited and in a very unruly condition.

Republican deputies who have been elected to the Cortes have organized counter-revolutionary or democratic reactionary bands in Heresca and Martaselli. Their forces have been defeated at the last naned place by the local authorities and troops.

Most serious events may occur in Spain at any moment, but Madrid remains quiet just at present.

Napoleon to Announce a General Disarmament.

VIENNA, Oct. 4.—The Vienna *Presse*, which is generally recognized as an official organ of the Austrian Government, publishes in its latest issue advices from Paris to the effect that the Emperor Napoleon hopes to open the coming session of the Legislative body of France by announcing to the members, among other matters, the fact that an agreement has been arrived at between the European powers for a general simultaneous disarmament.

An Entire Town Destroyed.

LONDON, Oct. 4.—Telegrams from Dresden report that the small town of Frauenstein, the seat of an extensive linen manufacture and dye works, lying about twenty miles from the capital, was totally destroyed by fire on Saturday night.

This Morning's Quotations.

By the Anglo-American Cable.

LONDON, Oct. 4—11 A. M.—Consols open at 93½ for both money and account. United States five-twenties of 1862, 84½; 1865, 83¾; 1867, 83; 10-40s, 76½. Stocks firm. Erie, 24½; Illinois Central, 94¾; Atlantic and Great Western, 27¾.

LIVERPOOL, Oct. 4—11 A. M.—Cotton steady; middling uplands, 12½d.; middling Orleans, 12½d.; the sales are not yet estimated.

LONDON, Oct. 4—11 A. M.—Linseed oil, £30 15s.

This Afternoon's Quotations.

LONDON, Oct. 4—1 P. M.—Consols, 93¼ for both money and account. United States five-twenties of 1862, 84¼; 1865, old, 83½; 10-40s, 76¼. Erie, 24.

LIVERPOOL, Oct. 4—1 P. M.—Cotton firmer; the sales are estimated at 10,000 bales.

DEAF MUTES.

The Deaf and Dumb Asylum—Its History and Usefulness—How the Deaf Mutes are Taught.

At Broad and Pine streets stands a building that a half century since must have been an architectural ornament to our city, but which has now a dingy, antiquated appearance. It looks its brightest on the occasion of a procession forming or marching on that broad avenue when its spacious porch is filled with merry boys and its windows crowded with bright-eyed girls. These have an odd way of talking with their fingers and by sweeping gestures with their arms instead of by word of mouth; and when the trumpets and drums of military bands give out upon the air huge volumes of harmony, their delight and gesticulations are alike indescribable. They are pupils of this Deaf and Dumb Asylum, one of the most benevolent institutions of this age of philanthropy. Visitors are admitted to this every Thursday, at 3½ P. M., if provided with a ticket from a director: and an inspection of the plan of instruction will afford as much pleasure as any other sight in the city.

History.

The Board of Directors of the Pennsylvania Institution for the Deaf and Dumb was organized and held its first meeting in April, 1820. President, the Right Rev. William White, D. D. In November following, a house was rented in Market street, above Broad, and eighteen pupils assembled in it for instruction. The institution was supported by donations and the contributions of annual subscribers and of life members. An act of incorporation was passed by the Legislature of Pennsylvania in February, 1821. By this act the Commonwealth allowed one hundred and sixty dollars apiece, per annum, for the education and support of indigent pupils of the State. The number was not to exceed fifty, and the term of each not to extend beyond three years. The number has since been increased, and the term extended by several successive enactments. The number under the present appropriation is one hundred and twenty-five, and the term allowed, six years. It would be a wise provision of legislation to allow the directors a discretionary power to extend this term in cases they deemed advisable. In September, 1821, the institution was removed to the corner of Market and Eleventh streets.

In June, 1824, the present site was purchased at the corner of Broad and Pine streets, and preparations made for erecting a large building. It was completed, and the institution removed to it in November, 1825. In 1828, an additional lot in the rear was procured, and a schoolhouse erected on it. In 1839, the buildings were extended, and a story added to the school house. The whole establishment was then capable of accommodating one hundred and fifty pupils. In the autumn of 1854 two additional wings were erected, the one running north, the other south, fifty by twenty-four feet each, on a line parallel with the front of the building, and receding from it about twenty feet. The number that can now be accommodated is two hundred.

Description.

A chaste and simple front of cut stone, with portico and pillars of the Tuscan order, together with two wings, present an extent of two hundred feet on Broad street. The buildings, including the school house, run back two hundred and thirty-five feet, and enclose an open space laid out as a flower garden. There are two spacious yards—one for the girls, and one for the boys—shaded by trees, and furnishing ample space for exercise in the open air. The school building contains ten school rooms; each one provided with appropriate furniture, as slates, tables, closets, etc. From twelve to twenty pupils usually constitute a class. At present there are ten classes, each under the care of an instructor. Three of the teachers are mutes, one of them the grandson of Thomas Jefferson. These classes are formed early in September; and it is important that all new pupils should be in attendance at that time, that the classes may be properly arranged. It cannot be expected that the progress of a whole class should be retarded on account of a pupil who joins it after its formation.

Contiguous to the school-rooms is a c

[Continued from the First Page.]

three thousand dollars or upwards, a scholarship shall be established, bearing such name as the giver shall designate. It is of no little consequence that the institution should be liberally endowed and enabled, in special cases, to enlarge the term of instruction to those who possess peculiar qualifications for becoming teachers or particular aptitude for receiving instruction.

Instruction.

It is by means of signs that the process of teaching the deaf and dumb is principally conducted. When we look at the Chinese characters on a tea-box, we can see no meaning in them, and might so look forever, without becoming any wiser. So also with the mute. Our written or printed words are as inexplicable to him as the Chinese characters are to us, and inspection alone could never afford any clue to their meaning. An interpreter or a book could speedily convey to us the meaning of the characters through the medium of our language, with which we have been familiar from early infancy. But the deaf mute has no language. To enable him, therefore, to learn the meaning of our words, he must acquire a language through which he can get that meaning. Every mute of tolerable capacity makes use of motions to indicate assent or denial, approbation or repugnance, as well as some common objects and familiar actions. On these motions, limited and imperfect as they are, is grafted by degrees a system of signs, which enables the teacher finally to communicate considerable knowledge on many subjects, and to develop and call into exercise the faculties of the mind. These signs convey thought, and have no resemblance to words, but they enable one to define words, explain their relations to other words, give their arrangement in sentences, and the different meanings which are attached to them. This language of signs can only be acquired from the living teacher. Incomprehensible as it may seem to a speaking person, unacquainted with the subject, that thought, however abstruse or refined, may be conveyed by varied motions of the fingers and arms, it is nevertheless true, and a system of these motions is the grand means of instructing the deaf and dumb.

This being premised, a class of from ten to twenty mutes is furnished with large slates on which to write with chalk, crayon, or pencil. The instructor presents an object or a picture of one, or makes a sign for it. He then teaches them to write the name, presenting each letter by the manual alphabet. When they can all write, it is erased and rewritten a number of times, till it is impressed upon the memory. Some information is communicated respecting the object.

Questions are asked to induce the pupil to think. In this way a number of nouns are taught, so that when a concise sign is made for one of them, it will be readily written. In the same way words expressive of the qualities and properties of bodies are taught. When such words are presented with appropriate nouns, the pupils write them in connection. They are then required to give examples of similar combinations from their own resources. This is the first attempt at composition.

Another step is to make signs for actions, and teach their names. Then the use of these words in combination with the words already familiar, as "a boy sees a horse"—"a boy sees a strong horse." Again, some of the words expressive of the relations of objects are taught, as "a lady sits on a chair"—"a bird flies into a cage." Other words and other ideas are presented to them. They endeavor to express the ideas in writing, using the words and forms of arrangement which had been taught. These sentences are corrected, and the pupils are required to give examples of their own. These original efforts are also corrected. The connections of language, the abstract terms, the phrases and the idioms, are successively taught. Series of sentences, anecdotes, narratives, etc., are written off and explained by signs. These are copied by the pupils, and studied as evening lessons, and in school are written from memory, or recited by signs. There are other evening exercises, such as writing a number of original sentences on single words—composition on particular subjects—letters, etc. From time to time the elementary priciples of arithmetic and geography are taught. Indeed, the illustrations of words and peinciples are drawn from the sciences and the whole range of human knowledge, so that in the course of their education a great amount of knowledge is communicated to them. The subject of arithmetic, geography, grammar, history, etc., cannot be taught systematically till the latter part of their course, when they are supposed to have acquired a considerable command of written language.

Moral and religious subjects have also a large share of attention. Much useful information is communicated by lectures, and addressed in the language of signs, to all when assembled together.

It will readily be inferred from these statements that much will depend upon the capacity of the pupil, his attention and his diligence. There can be no set course or limited periods for certain studies which, when completed, make an educated person. The longer the mute is under instruction, the greater will be his command of language. It will be perceived that much depends upon the knowledge, ingenuity, and tact of the teachers in the use of signs.

The language of signs is the all-important instrument by which the educator is to reach the mind of the mute pupils, in his early and his later efforts. By this alone can he lead the pupil to reflect on his own mental operations, feelings, motives, emotions, and passions, and thus learn the thoughts, feelings, etc., of others, and to understand and use the language employed to express ideas on these subjects. When this point is reached, the pupil may relinquish, entirely and forever, if he please, the use of signs.

A new instrument has been given to him, by which he may explore the world of books and communicate with his fellow-men to an unlimited extent. From this point, self-education may be carried on and continued to the end of life, through written language. It should be remarked, however, that a large number of mutes do not reach this point, from want of capacity, yet the acquisitions even of such are probably as valuable, in proportion, as those made by the more gifted. The proboscis of the fly is, doubtless, as important to the little insect as the trunk of the elephant to that sagacious and majestic animal.

The directors have prepared some plain directions for the home instruction of deaf mutes, which are appended. If some of our exchanges would circulate these hints, they might do much good in relieving the ignorance of children now neglected.

How to Teach Deaf Mutes at Home.

It is very important to the deaf mute that his parents and friends should cultivate the language of signs, and encourage him in the use of them as early as possible.

Let them observe the child, and imitate the signs he makes. When he is pleased with anything, invent a sign for the thing, and repeat that sign many times afterwards. Distinguish different persons by signs, suggested by a scar, mole, beard, or any little peculiarity which the person may possess. Imitate the actions of riding, sewing, eating, mowing, cutting, throwing, sowing, etc.

For "good," kiss the hand. For "bad," bring the hand to the lips, turn the palm down, and throw it from you. For "glad," pat the heart rapidly, with a cheerful expression of countenance. For "black," draw the end of the forefinger along the eyebrow. For "red," touch the lips with the forefinger. For "love," cross the hands and press them on the heart. For "hate," push both hands, the palms out, from the heart, as if repelling something from the left side. For "lie," move the forefinger across the mouth horizontally. For "true," place the forefinger perpendicularly across the lips, and thrust it forwards.

These are a few examples, merely as suggestive hints.

The child can be taught to spell on the fingers at a very early age. Any person can take an object, as a hat; pick out the letters h-a-t from the deaf and dumb alphabet, and learn to place the fingers in the true position for each letter. No matter how slowly it is done. Let the child imitate until he can make the letters of the word in order, without assistance, at the same time show the object. Do this very often, until the child has learned to spell the word when the hat is presented to it, or to go and bring the hat when the word is spelled to it.

Then take another object, as pin; go through the same process until it is thoroughly learned by frequent repetition every day. So with arm, cat, dog, chair, etc. The following ten simple words, the names of common objects, contain every letter of the alphabet, viz., ade, fan, map, cow, box, jar, sky, hat, quill, glove.

After the power of spelling the names of many common objects has been acquired, the names of familiar persons may be taught.

In a similar way, the child may be taught to write the names of things on a slate, quite early. Let him imitate the form of the letters for one word, as hat, and repeat it many times, until he can write it as readily as he can spell it on the fingers. Take another word, and go over the same process. Point to each letter, and require the child to make the sign for the letter on the fingers. By frequent repetition, the ability to write the names of many things, and to form all the letters of the alphabet, will be acquired. It is best to make the child form the letters as round as possible, and not to take off the pencil until the word is completed. The habit thus early begun will save a great deal of time, and enable the writer to accomplish more in a given time, and with more ease, than can possibly be done on any other principle. If it is desired to go further, write the name of the child, as John sees a chair—John sees a table. Let him copy the sentence, explaining by signs the word "sees," and pointing to the chair, and also to the child. Then let him write John sees ——, and let him select another object to fill up the blank; and finally, let him cover his slate with sentences thus formed. Help him to objects out of the house, as well as in. Encourage him to write as many such sentences as he can. All this may be the work of years, but the advantage to the child cannot be estimated. A little attention, thus bestowed every day, will accomplish all this, and probably much more.

POLITICAL.

TO THE FREEHOLDERS OF THE COMMONWEALTH OF PENNSYLVANIA.

Two weeks from to-day it will be your privilege, in common with your fellow-citizens, to elect a Governor for this great Commonwealth, and whatever may be your preference you have but two persons to select from, the Hon. John W. Geary and the Hon. Asa Packer, representing respectively the Republican and Democratic parties. Personally, there can be no possible objection to either of these gentlemen, and hence it is for you to decide whether you will entrust the government of the State to the Republican or the Democratic party, and as you decide this question you will cast your votes for one of these gentlemen. Under these circumstances it becomes our duty to examine the record of each party during the time it has had control of the State government. I shall not enter into an investigation of their actions in relation to the many great national questions that have agitated the public mind for the last twenty-five years, but the more domestic one, how have they managed our own household?

On the 30th of November, 1842, the debt of the Commonwealth had reached the sum of $37,937,788·24, and from this time until January, 1861, the Democratic party had almost uninterrupted control of the State Government—twice only were they defeated in the election for Governor, and during the whole period they had a majority in one or the other branches of the State Government, and no measure could pass that did not at least meet their approval. They levied taxes on personal property, permitting nothing to escape, from the toilet to the stable. They placed taxes on our corporations, discriminating against those built by our own citizens and for the purpose of developing our vast mineral and agricultural resources, and upon you, the freeholders of this Commonwealth, they levied taxes on your households wholly unnecessary, and only to be squandered among parasites. The single item of taxes on your real estate during this period amounted to the enormous sum of *twenty-five millions of dollars*, not one dollar of which would have been needed had they properly husbanded their other resources. What did they do with this?—build railroads and canals? *No*, they were already completed. On the contrary, they permitted our State works to go to destruction, so much so that when put up for sale they were disposed of at one-third their original cost, and were by no means cheap at that. Did they pay off the indebtedness of the State? *Not a dollar;* for on the 1st of January, 1861, when the Republican party came into power, they found the debt of the State $37,969,847·50—thirty-two thousand dollars in excess of what it was eighteen years before. The truth is, these vast sums were squandered for the purpose of retaining power, and not until after an indignant constituency had hurled them from power did we ever hear of a Democrat advocating an economical State administration. But let us pass to the other side.

The Republican party came fully into power in January, 1861, with a State debt hanging over us of $37,969,847·50, and ere three months had elapsed they were compelled to borrow $3,000,000 for the purpose of arming and equipping our quota to aid in crushing the slaveholders' Rebellion.

Since the inauguration of Governor Curtin nine years have nearly expired, and these have been nine years of Republican rule. True, at times the Democratic party have had control of one or more branches of the State Government, but have never held sufficient power to enable them to dictate the policy of the State. What has been the result? The State debt on the 30th of November, 1868, less funds in bank to pay overdue loans not then presented, was $32,795,293·25.

The State Treasurer is now proposing to pay off one million ($1,000,000) dollars of the debt due July 1, 1870, which will be done as soon as presented, and for all practical purposes can be considered paid, which leaves us with a debt of $31,795,293·29, or $6,194,554·21 less than when the Republican party came into power.

Debt of Commonwealth, Nov. 30, 1868	$33,282,453·08
Less overdue loans not then presented, but which have since been paid	487,159·79
Actual debt Nov. 30, 1868	$32,795,293·29
Loan of 1870, which the State Treasurer is now proposing to liquidate	1,000,000·00
State debt as it will stand at the expiration of this year	$31,795,293·29
Debt November 30, 1860	$37,969,847·50
Debt November 30, 1869	31,795,293·29
Reduction of debt	$6,174,554·21

Thus much have the Republican party done towards reducing your indebtedness.

In addition to this we have paid extraordinary expenses incident to the rebellion, amounting to $6,012,459·74. Six million and twelve thousand four hundred and fifty-nine dollars and seventy-four cents, distributed as follows:—

Direct tax levied by the United States Government against the citizens of Pennsylvania, but assumed by herself	$1,946,719·33
Equipments, pay of soldiers, and all other military expenses	5,900,153·35
Premium on gold to pay interest previous to 1865	463,774·90
National Cemeteries	16,092·00
Schuylkill county draft riots	1,087·41
Relief to Chambersburg	597,698·74
Soldiers' orphans	1,620,457·69
	$9,945,893·02
Deduct military expenses, refunded and allowed in settlement with General Government	3,933,433·88
	$6,012,459·74

Notwithstanding this enormous expenditure, and the steady reduction of your indebtedness, the Republican party, in 1866, repealed the State tax on real estate, leaving it to pay the ordinary expenses of county and local government. This relief has amounted in the past four years to seven million one hundred and forty-seven thousand one hundred and three dollars and ninety-two cents ($7,147,103·92).

I say the Republican party did this, for it is well known that the Democracy, on the introduction of the bill by Mr. Quay, chairman of the Committee of Ways and Means of the House, now Secretary of the Republican State Committee, used every means within their power to defeat its passage, one and all predicting that the State government could not be carried on without it, but on its final passage had not the courage to record themselves against it. The magnitude of this relief can be best understood by the annexed table, showing the amount saved to each county:—

Adams	$66,656	Lancaster	$430,356
Allegheny	313,746	Lawrence	42,372
Armstrong	36,324	Lebanon	115,688
Beaver	50,316	Lehigh	125,448
Bedford	41,496	Luzerne	129,636
Berks	275,016	Lycoming	58,776
Blair	57,800	Mercer	58,872
Bradford	65,904	McKean	9,096
Bucks	231,576	Mifflin	48,180
Butler	52,128	Monroe	19,164
Cambria	25,908	Montgomery	233,940
Cameron	3,756	Montour	22,932
Carbon	29,448	Northampton	162,576
Chester	291,276	Northumberland	65,712
Centre	53,400	Perry	40,404
Clarion	20,844	Philadelphia	2,096,592
Clinton	36,792	Pike	8,424
Clearfield	19,500	Potter	11,256
Columbia	39,120	Schuylkill	134,628
Crawford	65,172	Snyder	32,232
Cumberland	147,420	Somerset	35,940
Dauphin	150,348	Sullivan	4,992
Delaware	121,644	Susquehanna	39,552
Erie	63,864	Tioga	29,268
Elk	10,128	Union	46,440
Franklin	152,088	Venango	13,400
Fulton	14,244	Warren	21,552
Forest	2,100	Washington	124,068
Greene	37,548	Wayne	20,928
Huntingdon	57,000	Westmoreland	95,268
Indiana	39,852	Wyoming	14,508
Jefferson	18,912	York	154,980
Juniata	35,316		

The actual relief to real estate has been:—

Reduction of State tax	$7,147,103·92
United States tax assumed and paid	1,946,719·33
Total	$9,093,823·25

To the taxpayers of Philadelphia this relief is equal to cancelling one-fourth her entire indebtedness, to wit:—

Annual State tax	$524,148·00
Interest on her share of United States tax	36,000·00
Total	$560,148·00

or the interest on nine million three hundred and thirty-five thousand eight hundred dollars ($9,335,800).

Such are some of the results from Republican rule during nine years, an actual saving, when compared with Democratic ascendancy, of $19,334,096·79, as follows:—

Reduction of State debt	$6,174,554·21
Expenses incident to the war	4,065,719·33
Direct tax paid United States Government	1,946,719·33
Saved by repeal of State tax on real estate	7,147,103·92
Total	$19,334,096·79

Fellow-citizens, you have here eighteen years of Democratic and nine years of Republican governing. Choose you between them. Respectfully, A TAX-PAYER.

SPECIAL NOTICES.

FOR THE SUMMER.—TO PREVENT sunburn and all discolorations and irritations of the skin, bites of mosquitoes or other insects, use Wright's Aleonated Glycerine Tablet. It is deliciously fragrant, transparent, and has no equal as a toilet soap. For sale by druggists generally. R. & G. A. WRIGHT, No. 624 CHESNUT Street 9 4§

THE PHILADELPHIA AND ERIE RAILROAD COMPANY, Office, No. 230 WALNUT Street, PHILADELPHIA, October 1, 1869.
THE OIL CREEK AND ALLEGHENY RIVER RAILROAD COMPANY pays its Quarterly Dividend of TWO AND A HALF PER CENT. TO-DAY, at the Philadelphia and Erie Railroad Office, No. 230 WALNUT Street. The Earnings of the Road:—For the last quarter, $345,000; for the last month, $174,300; and for the last week, $83,200. 10 1 6t*

OFFICE ST. NICHOLAS COAL COMPANY, No. 205½ WALNUT Street.
Notice is hereby given that certificate No. 303, for ONE HUNDRED SHARES OF THE CAPITAL STOCK OF THE ST. NICHOLAS COAL COMPANY, issued to Clinton G. Stees, dated July 18, 1865, has been transferred on the books of the Company, but the certificate has not been surrendered. All persons are hereby cautioned against buying the same, as the certificate belongs to the company. R. JOHNSTON, Secretary.
Philadelphia, Sept. 24, 1869. 9 21tf

OFFICE OF THE FRANKLIN FIRE INSURANCE COMPANY.
PHILADELPHIA, Sept. 20, 1869.
An Election for TEN DIRECTORS for the ensuing year will be held, agreeably to charter, at the Office of the Company, on MONDAY, October 4 next, between 11 A. M. and 2 P. M.
9 20 14t J. W. McALLISTER, Secretary.

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents, FIFTH and WALNUT Streets.
9 2§

DUTTON'S PIANO ROOMS.—FIRST-CLASS PIANOS AT FIXED PRICES.
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9 7 1m Nos. 1126 and 1128 CHESNUT Street.

COUPONS.—THE COUPONS OF THE FIRST MORTGAGE BONDS of the WILMINGTON AND READING RAILROAD CO., maturing October 1, will be paid, free of taxes, on and after that date, at the Banking-house of
WILLIAM PAINTER & CO.,
No. 36 S. THIRD Street, Philadelphia.
WILLIAM S. HILLES,
9 22 tf Secretary and Treasurer.

LAW DEPARTMENT, UNIVERSITY OF PENNSYLVANIA.—A term will commence on MONDAY, October 4. Introductory Lecture by Professor MORRIS, at 3 o'clock P. M. 9 21 12

CHARLES GIBBONS HAS REMOVED his LAW OFFICE to the North American newspaper building, No. 132 S. THIRD Street, second floor, front. 9 22 1m

DR. F. R. THOMAS, THE LATE OPERator of the Colton Dental Association, is now the *only one* in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by fresh nitrous oxide gas. Office, 1027 WALNUT St. 1 26§

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world; the only true and perfect Dye; harmless, reliable, instantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the Hair soft and beautiful, *black or brown*. Sold by all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No. 16 BOND Street, New York. 4 27mwf§

JOSE POEY,
Medico-Cirujano de la Universidad de la Habana, recibe consultas de 9 a 11 de la mananay de 3½ a 6 de la tarde en su oficina calle Nueve (sud) No. 753. Residencia en la calle de Green, No. 1817.
DR. JOSEPH POEY,
Graduate of the University of Habana (Cuba), has removed his office to No. 753 S. Ninth street. Residence, No. 1817 Green street.
Office Hours—9 to 11 A. M. 3½ to 6 P. M. 7 23tf

FOR REPRESENTATIVE,
FOURTEENTH DISTRICT,
ROBERT KNOX MILLER. 9 22 12t*

DR. KINKELIN CAN BE CONSULTED ON all diseases of a certain specialty. Office hours, 8 to 8. No. 33 S. ELEVENTH Street.

SPECIAL NOTICES.

REPUBLICAN MASS MEETINGS.—THE UNION REPUBLICAN STATE CENTRAL COMMITTEE have made arrangements for MASS MEETINGS as follows, viz:—

MONDAY, October 4.
Philadelphia, Horticultural Hall—Hon. George S. Boutwell, Secretary of the Treasury.
Pittsburg—Hon. John Scott.
Parker's Landing, Venango county—Governor John W. Geary, General John L. Swift.
Mauch Chunk—Hon. A. Wilson Henszey, General John M. Thayer.
Northumberland—Captain G. W. Curry, Hon. James A. Briggs.
Lancaster—Hon. William D. Kelley.
New Alexandria—Hon. William Williams, Colonel A. S. Fuller.
New Garden, Chester county—Hon. W. Townsend.
Radnor, Delaware county—J. W. Bear, Esq., George W. Drayton, Esq.
Chadd's Ford, Delaware county—Colonel W. T. Forbes, T. N. Cooper, Esq.
Washington—H. Bucher Swope, Esq.

TUESDAY, October 5.
Beaver—Hon. John Scott, Hon. G. A. Grow, H. Bucher Swope, Esq.
New Brighton (Evening)—Hon. John Scott, H. Bucher Swope, Esq.
Oil City, Venango county—Governor J. W. Geary, General John L. Swift.
Bloomsburg—Hon. James Pollock.
Milton—Captain G. W. Curry, Hon James A. Briggs.
Sharon—Hon. John Allison.
West Newton—Hon. William Williams, Colonel A. S. Fuller.

WEDNESDAY, October 6.
Titusville—Governor J. W. Geary.
New Castle—Hon. John Scott, H. Bucher Swope, Esq., Hon. John Allison.
Catawissa—Captain G. W. Curry, Hon. James A. Briggs.
Harrison City—Hon. William Williams, General William Blakely, Colonel A. S. Fuller.
Warren—Hon. J. H. Ela, Hon. J. H. Sypher.
Norristown—Major A. R. Calhoun, Capt. A. W. Norris.

THURSDAY, October 7.
Mercer—Hon. John Scott, H. Bucher Swope, Esq.
Kittanning—Hon. G. A. Grow, Hon. J. H. Sypher.
Berwick—Captain G. W. Curry.
Irwin's Station—General John L. Swift, Colonel A. S. Fuller.
Lewisburg—Hon. James Pollock, General Joshua T. Owen.
Gettysburg—Major A. R. Calhoun, J. M. Vanderslice, Esq.
Lock Haven—Hon. J. H. Ela.
Huntingdon—Daniel Kalbfus, Hon. T. J. Bigham.
Williamsport—Hon. James A. Briggs.
Mount Joy—Hon. A. Wilson Henszey.
White Horse, Delaware county—J. W. Bear, Esq., T. V. Cooper, Esq.
Marcus Hook, Delaware county—Hon. J. M. Broomall, J. T. Coates, M. D.

FRIDAY, October 8.
Meadville—Gov. J. W. Geary, Hon. John Scott, H. Bucher Swope, Esq.
Tyrone—Hon. T. J. Bigham, Daniel Kalbfus, Esq.
Millville—Captain G. W. Curry.
Sunbury—Hon. James Pollock.
Bellfonte—Hon. J. H. Ela.
Columbia—Hon. John W. Forney.
Chambersburg—Major A. R. Calhoun, J. M. Vanderslice, Esq.
Hollidaysburg—General John L. Swift.
Franklin—Hon. J. H. Sypher, Colonel H. C. Alleman.
Carlisle—Hon. A. Wilson Henszey.

SATURDAY, October 9.
Erie—Gov. J. W. Geary, Hon. John Scott.
Corry—Hon. G. A. Grow.
Shamokin—Hon. A. Wilson Henszey, James W. M. Newlin, Esq.
Lebanon—Hon. James Pollock.
Freeburg, Snyder county—Hon. J. H. Ela, A. H. Chase, Esq.
Albion, Erie county—H. Bucher Swope, Esq.
Jamestown—Hon. John Allison.
McAllisterville—Hon. T. J. Bigham.
Mifflin (Evening)—Hon. T. J. Bigham.
Latrobe—Hon. William Williams, Colonel A. S. Fuller.
Ephrata—Major A. R. Calhoun, J. M. Vanderslice, Esq.
Saltsburg—General John L. Swift.
Clarion—Hon. J. H. Sypher, Colonel H. C. Alleman.
Phœnixville, Daniel Kalbfus, Esq.
Reading—Benjamin Haywood, Esq.
Upper Darby, Delaware county—Hon. W. Townsend, Hon. J. M. Broomall.
Sunburs—Hon. James A. Briggs, Captain G. W. Curry.
Chester—T. V. Cooper.

MONDAY, October 11.
Danville, Montour county—Gov. J. W. Geary.
Harrisburg—Hon. James Pollock.
Mount Pleasant—Hon. William Williams, Colonel A. S. Fuller.
Winfield, Union county—Hon. J. H. Ela, A. H. Chase, Esq.
Selin's Grove—Hon. James A. Briggs.
Scranton—Major A. R. Calhoun, Captain G. W. Curry.

JOHN COVODE, Chairman.
GEO. W. HAMERSLY, M. S. QUAY, W. J. P. WHITE, S. F. GWINNER, } Secretaries. 9 28

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MADEIRAS.—Old Island, South Side Reserve.
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CLARETS—Promis Aine & Cie., Montferrand and Bordeaux, Clarets and Sauterne Wines.
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BRANDIES.—Hennessey, Otard, Dupuy & Co.'s various vintages. 4 5

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GREAT SAVING OF FUEL.—COMSTOCK'S PATENT REVOLVING FLUE RADIATOR
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DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.
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MARINE INSURANCES
On Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES
On Merchandise generally; on Stores, Dwellings, Houses, Etc.

ASSETS OF THE COMPANY, November 1, 1868.

$200,000	United States Five Per cent. Loan, 10-40s	$208,500·00
120,000	United States Six Per Cent. Loan, 1881	136,800·00
50,000	United States Six Per Cent. Loan (for Pacific Railroad)	50,000·00
200,000	State of Pennsylvania Six Per Cent. Loan	211,375·06
125,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	128,594·00
50,000	State of New Jersey Six Per Cent. Loan	51,500·00
20,000	Penn. Rail. First Mortgage Six Per Cent. Bonds	20,200·00
25,000	Penn. Rail. Second Mort. Six Per Cent. Bonds	24,000·00
25,000	Western Penn. Rail. Mortgage Six Per Cent. Bonds (Penn. Railroad guarantee)	20,625·00
20,000	State of Tennessee Five Per Cent. Loan	21,000·00
7,000	State of Tennessee Six Per Cent. Loan	5,031·25
15,000	Germantown Gas Company, principal and Interest guaranteed by City of Philadelphia, 300 shares Stock	15,000·00
10,000	Pennsylvania Railroad Company, 200 shares Stock	11,300·00
5,000	North Pennsylvania Railroad Co., 100 shares Stock	3,500·00
20,000	Philadelphia and Southern Mail Steamship Co., 80 shares Stock	15,000·00
207,900	Loans on Board and Mortgage, first Liens on City Properties	207,900·00
$1,109,900 Par.	Market value,	$1,130,325·25
	Cost, $1,093,604·25.	
Real Estate		26,000·00
Bills receivable for insurance made		322,486·94
Balances due at agencies, premiums on marine policies, accrued interest, and other debts due the company		40,178·88
Stock and scrip of sundry corporations, $3156. Estimated value		1,813·0
Cash in bank	$115,150·08	
Cash in drawer	412·65	115,562·73
		$1,647,367·80

DIRECTORS.

Thomas C. Hand,	Edmund A. Souder,
John C. Davis,	Samuel E. Stokes,
James C. Hand,	Henry Sloan,
Theophilus Paulding,	William C. Ludwig,
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Hugh Craig,	Henry C. Dallett, Jr.,
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Jacob P. Jones,	George W. Bernadou,
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HENRY BALL, Assistant Secretary. 10 6

1829.—CHARTER PERPETUAL.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Jan. 1, '69, $2,677,372·13

CAPITAL	$400,000·00
ACCRUED SURPLUS	1,083,528·70
PREMIUMS	1,193,843·43
UNSETTLED CLAIMS, $28,788·12.	INCOME FOR 1869, $260,000.

Losses paid since 1829, over $5,500,000

Perpetual and Temporary Policies on Liberal Terms. The Company also issues Policies on Rents of Buildings of all kinds, Ground Rents, and Mortgages.

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INSURE AT HOME,
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Penn Mutual Life Insurance
COMPANY,
No. 921 CHESNUT STREET, PHILADELPHIA.
ASSETS, $3,000,000.
CHARTERED BY OUR OWN STATE.
MANAGED BY OUR OWN CITIZENS.
LOSSES PROMPTLY PAID.
POLICIES ISSUED ON VARIOUS PLANS.
Applications may be made at the Home Office, and at the Agencies throughout the State. [2 18§

JAMES TRAQUAIR.....PRESIDENT
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ASBURY
LIFE INSURANCE COMPANY.
No. 261 BROADWAY, corner READE Street, New York.
CASH CAPITAL.....$150,000
$125,000 deposited with the State of New York as security for policy holders.
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REFERENCES BY PERMISSION.

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In the character of its Directors, economy of management, reasonableness of rates, PARTNERSHIP PLAN OF DECLARING DIVIDENDS, no restriction in female lives, and absolute non-forfeiture of all policies, and no restriction of travel after the first year, the ASBURY presents a combination of advantages offered by no other company. Policies issued in every form, and a loan of one-third made when desired.
Special advantages offered to clergymen.
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THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
Office S. W. Corner FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
Cash Capital.....$200,000·00
Cash Assets, July 1, 1869.....$313,379·29

DIRECTORS.

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Nalbro Frazier,	James L. Claghorn,
John M. Atwood,	William G. Boulton,
Benjamin T. Tredick,	Charles Wheeler,
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This Company insures only first-class risks, taking no specially hazardous risks whatever, such as factories, mills, etc.
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PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
This Company insures from loss or damage by FIRE, on liberal terms, on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings by deposit of premiums.
The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

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STRICTLY MUTUAL.
Provident Life and Trust Co.
OF PHILADELPHIA.
OFFICE, No. 111 S. FOURTH STREET.

RUSH BEQUEST.

To the Editor of The Evening Telegraph.

It is a pity that your somewhat irascible correspondent "W. D." could not have read your excellent editorial of to-day on the Rush bequest (if that is not a bull), before rushing into print. He has, I fear, too great a fondness for the ancient ruts, and is a little reckless when he asserts that the proposed new location "would be inconvenient to nineteen-twentieths of the stockholders." It must certainly be conceded that a large proportion of the shareholders live south of Chesnut street and west of Broad. If such is the case, it is hardly fair to measure from Fifth and Library streets as a starting point. If the centre of population be urged, it would be found to be about Spring Garden street, and any one who knows the residences of the stockholders can readily imagine the horror of "nineteen-twentieths" of them at such a suggestion.

But the Directors of the Academy of Music, and officers of the Horticultural Society, certainly were not "clogged with conditions" by the "imbecilities" of any Dr. Rush, and they located their respective buildings, with general approval, on Broad street, above Spruce. Broad and Spruce, therefore, may be assumed to be a central point. Let us measure the distance from there, and we will scarcely find the "mile and a half by the shortest route through the streets" which so distresses W. D. Six squares are all that can be ciphered up, while the "present location" is *nine* squares away to the eastward. I will venture to say that the lot at Broad and Christian is vastly more central now than Fifth and Library was when the building was erected there. In those days critical correspondents like W. D. lived in Water street, and thought an out-of-the-way place like Fifth street very "inconvenient."

W. D.'s playful badinage about "bone-houses" needs no reply. It was a sprightly species of wit that apparently could not be repressed, and, having passed off with safety to himself, may now be considered harmless. The "imbecility," so repeatedly alluded to, is of so peculiar a character that we might well hope to find it more frequent in the future, while the liberality which bestows a million of dollars for public purposes ought at least to be free from carping criticism. As to the exclusion of pictures and statues, there is no reason to infer that Dr. Rush did not approve of them in their place. He wished *his* money, however, devoted exclusively to a *library*, and had no desire to intrude upon the domain of the Academy of Fine Arts. He desired to found a library for scholars of every grade, similar, perhaps, in ultimate plan to the noble collection of the British Museum. He did not desire or intend to found a "circulating library" for giddy misses, or even literary gossips, and while perhaps the brilliant essays of the "best scholars of England and America" may sometimes be missed by those who sigh after the excluded Reviews, the discontented ones will have no difficulty, in the present era of pamphlet literature, in finding what they need elsewhere.

That the library should be on Broad street is generally admitted. If the public, or the stockholders, could determine the location, they would probably select the neighborhood of Broad and Spruce. But they *cannot*, and the simple question is presented whether they will accept (!) a location already bought, six squares off, and nearly a million of dollars, and this with the full right to locate and support a circulating library and reading-room wherever they choose! Is it possible that sensible men can hesitate, or allow paltry prejudices about details to drive from them the most munificent foundation for a library ever bequeathed on this continent?

PRO BONO PUBLICO.

October 1, 1869.

The Philadelphia Library. No. 2.

To the Editor of the Evening Telegraph.

Having considered the objection to receiving Dr. James Rush's legacy, arising from the infirmity of mind displayed in his will, it remains to consider the great inconvenience to the vast majority of the shareholders which must follow from the removal of the library to a point so far from being central as the corner of Broad and Christian streets.

Several years ago it was ascertained that Green street was the centre of the built-up portion of Philadelphia, there being as many houses north of it as south of it. The dividing line must now be still farther north than Green street; but let us suppose that the centre is still at Green street. The distance from Christian street to Green street is about a mile and two-thirds, so that for a journey to the library, cemetery, and publication-house, three miles and more, going and returning, must be travelled by one-half of the residents of those parts of our city which are compactly built. Such a journey will require much time, and time is money. To the northern residents of our city the library will be about as useless as if it were in Darby or Chester.

It will be very many years before a dense population is collected in the neighborhood of the new building. The Neck is not healthy. Dr. Benjamin Rush, the father of the testator, remarked about a century ago that the street lamps in the southern part of the city burnt more dimly than those in the northern part; and the annual returns of the Board of Health show an unusual mortality in the lower wards. On the other hand, the northern part of Philadelphia is much higher and healthier. The result of all this is that the population up town increases much faster than that down town. For every house now erected south of Market street, between the two rivers, there are twenty put up north of it. It follows that the inconvenience which would now be felt from having the library removed to Christian and Broad streets would every year grow greater.

What inconvenience would follow to any shareholder of the library from the rejection of the legacy? The Ridgway Library will be built at Christian street, and all those persons who can conveniently go thither for books can still do so. They can amount to not more than five per cent. of the shareholders.

The library company has now a building fund which, in a few years, aided by the proceeds of the sale of its present property, will enable it to put up a new and fire-proof building in a really central spot. If Broad street should be considered the proper place, there will soon be a choice of good lots on it, owing to the removal of the coal-offices and yards from that street.

To my mind the inconveniences that would result from placing the library so far south is an unanswerable objection to the acceptance of Dr. James Rush's legacy.

In a future paper an objection to one of Dr. James Rush's "conditions" will be considered, and a few respectful remarks upon the report of the committee will be made.

W. D.

—A peripatetic phrenologist now in New Haven mates couples in the audience, and gives Combe's "Constitution of Man" to the prettiest woman and the man with the biggest nose.

—The Western Union Telegraph Company average about twenty thousand dollars receipts a day.

NEWS SUMMARY.

City Affairs.

—William Lawrence, twenty-five years old, residing in Swarthmore place, was pushed off a car platform on Saturday at Fourth and Arch streets, and was injured internally.

—A disgraceful and wanton attack was made on the Shiffler Hose Company on Saturday night by a gang of Democrats, aided and led on by policemen, in the Seventeenth ward. The result was that Charles Fitzmeyer, a member of the Shiffler, received two balls in the left shoulder, and several others were struck with bricks.

—The report of the Badge Committee of the Fire Department shows that by ex-Chief Engineer McCusker there were sold 7500, and by Chief Engineer Downey 657, leaving a balance on hand over all expenses of $222·36. This amount will be paid to the Association for the Relief of Disabled Firemen.

—Elizabeth Murray was found dead at Seventh and Bedford streets on Saturday night, a bottle containing a small quantity of laudanum in her possession. She had evidently swallowed enough of the poison to take life. The Coroner held an inquest on the body, and the jury rendered a verdict of suicide by taking laudanum.

—The reception of the William Woolley Hose, of Boston, Mass., on Saturday night last, was the event of the week. About thirty-eight companies, numbering nearly two thousand men in uniform, were in line, the whole under command of Chief Marshal John T. Garman and his aids. Large crowds gathered to witness the procession, which was very fine.

—Luke Robinson, residing at Eighteenth and South streets, was shot in the head yesterday morning, about half-past 3 o'clock, at Locust and Dean streets, under the following circumstances:—From information received last evening at the Fifth District Station, it appears that Robinson, at the time and place mentioned, met Officer Barnes, with whom he had some words, when, it is alleged, he tried to get possession of the officer's pistol, blackjack and belt. In this he was unsuccessful, but during the tussle succeeded in getting his rattle. Just at this juncture a crowd of young men came up and aided Robinson. The officer, finding that he was about to be overpowered, fired his revolver, the load taking effect in the left side of Robinson's head. Officer Barnes, with the aid of some citizens, finally succeeded in getting Robinson to the station-house, where a physician was called in and made an unsuccessful attempt to extract the ball. The injured man was then removed to his residence, where, at a late hour last night, he was suffering much from his injury. It is alleged Robinson was under the influence of liquor at the time of the disturbance.

Domestic Affairs.

—Gold closed on Saturday at 130¾.

—At Reading there are prospects of very high water in the Schuylkill.

—The San Diego and Gila Railroad Companies have been consolidated.

—"Brick Pomeroy" is lying seriously ill in New York from congestion of the lungs.

—A new and dangerous counterfeit $10 greenback has just appeared in Cincinnati.

—Provisional Governor Pease, of Texas, has resigned, and taken the stump for Hamilton.

—The Committee of our Councils, now in the West, on Saturday left Cincinnati for Louisville.

—Advices from Cuba state that great dissatisfaction exists among Americans in the Cuban army.

—A telegram, dated Cincinnati on Saturday, says that rain has fallen steadily since noon, and will probably continue all night.

—Governor Claflin, of Massachusetts, has issued an order for an election in the Seventh Congressional district, on the day of the State election.

—The Boston, Hartford, and Erie Railroad Company has purchased the wharf frontage on Broad and Federal streets, Boston, for nearly $3,000,000.

—Three colored men were turned out of the dress circle of the National Theatre, Washington, D. C., on Friday night, on account, solely, of their being negroes, and they propose to make a test case of it.

—Baltimore is again in danger by flood. This morning, at half-past 1 o'clock, a general alarm was sounded, Harrison street, from Gay to Baltimore streets, being flooded, with the water rising rapidly.

—At the Gardner coal mine, near Chicago, on Friday night, as four men were descending the shaft, the wire hoisting rope broke, and the whole were precipitated 180 feet to the bottom. All had bones broken, but none were killed outright.

Foreign Affairs.

—Eugenie was at Venice on Saturday, *en route* East.

—The French Chambers will meet on November 8.

—A steam transport, from Cadiz, with one thousand troops, has arrived at Havana.

—Spanish Liberals oppose the election of the Duke of Genoa to the throne of Spain.

—French journals express dissatisfaction that the Chambers were not immediately assembled.

—Plon-Plon thanks the American residents of London for their perception in his speech of democratic and liberal sentiments.

—Twenty-eight Catholics and eight Protestants have been committed for trial for participating in the Strabane riots of August 12.

—Dupanloup, Bishop of Orleans, supported by fifty American bishops, is expected to defend liberal ideas in the Ecumenical Council.

—The telegraph wires between the southern provinces of Spain and Madrid have been cut, and it is believed that a republican insurrection is in progress.

PRIVATEERING.

The Privateer Hornet.

The New York *Herald* has a letter written on board the Cuban privateer Hornet, on September 27, but giving no indications of the whereabouts of the ship. The writer says the Hornet was sold to the Cuban Republic at sea, soon after leaving Halifax, and was subsequently met by a schooner from Halifax, which transferred a number of men, and shortly afterwards a ship came alongside and supplied the privateer with some Parrott guns and a quantity of ammunition. The officers of the Hornet say she can make twenty-two knots an hour.

The New "Alabama"—Is She a Cuban Privateer?—The "Hornet" Seen.

The New York *Times* asserts positively that, notwithstanding the denial of the fact by Marshal Barlow, the steamer Alabama, under the command of Captain Limeburner, left this port on Sunday last for Cuba, carrying several hundred men and an extensive supply of ammunition. Her armament consisted of thirteen pieces of heavy ordnance, two thousand Remington rifles, and a large amount of powder and ordnance stores, and precisely five hundred and thirteen men, among whom were sixteen of the disastrous Whitney expedition, which was seized at Gardiner's Island last summer, took passage in her.

The Spanish steamer Euterpe has not yet gone to sea. The brig B. F. Nast was recently suspected of having concealed arms on board, but a thorough search proved the falsity of the report. The Cuba, formerly the Hornet, was off Barnegat on Thursday last, and was seen at 5 P. M. by a pilot, who returned here yesterday. He describes her as being under sail, with banked fires, evidently saving coal. She was steering S.SE. Her commander is Captain Higgins, formerly in the United States navy, but during the war a Confederate officer.

Spanish Gunboats at New Orleans.

A special despatch from Fernandina, Florida, dated October 2, states that the vessels of the Cuban expedition had sailed before Marshal Barlow's despatch to detain them was received. Two hundred recruits for the Cuban army arrived there yesterday from Macon, Ga.

An American revenue cutter and three Spanish gunboats are off Cedar Keys, on the lookout for Cuban reinforcements.

A New Orleans special despatch of yesterday reports that the steamship Lillian left Pass a l'Outre early on Saturday morning for Florida ports.

A Washington special despatch states that the Government has not decided to take any action in the case of the Cuban privateer Hornet (Cuba), nor is it probable she will be interfered with, unless she commits some depredation on American commerce. The administration takes this view, that, under the circumstances, the Hornet cannot be considered strictly a pirate, and that the United States is not bound to attempt her capture.

INDIANA.

The Explosion—Additional Particulars.

INDIANAPOLIS, Oct. 3.—The Coroner gives the number of killed at the fair ground on Friday, including two wounded who have since died, at twenty. There is still one body at the undertaker's office that has not been recognized, and his head and some fragments of flesh of another body. John Loring, of Franklin, died at the City Hospital yesterday, and J. A. Mercy, from the country near this city, at the Surgical Institute, to-day.

One of the bodies at the undertaker's is supposed to be John Stack, of Rob Roy, Ind. Nine of the dead were buried here yesterday. Two or three more of the wounded are in a critical condition, and will probably die. Between fifty and sixty persons were wounded. The coroner's jury will not render a verdict for several days. Several ladies, badly wounded, are still at the hospital, but no female was killed except Miss Dawson, twelve years of age.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	5·59	MOON RISES	4·34
SUN SETS	5·38	HIGH WATER	1·04

PHILADELPHIA BOARD OF TRADE.

T. S. HOOD, C. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

COMMITTEE ON ARBITRATIONS.

J. O. James, George L. Buzby, E. A. Souder, William W. Paul, Thos. L. Gillespie.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Bellona	London	New York	Sept. 11
Iowa	Glasgow	New York	Sept. 17
Bremen	Havre	New York	Sept. 18
Tarifa	Liverpool	New York	Sept. 21
England	Liverpool	New York	Sept. 22
Manhattan	Liverpool	New York	Sept. 23
C. of Brooklyn	Liverpool	New York	Sept. 23
Britannia	Glasgow	New York	Sept. 24
Etna	Liverpool	New York via Hal.	Sept. 25
Lafayette	Brest	New York	Sept. 25

FOR EUROPE.

City of N. York	New York	Liverpool	Oct. 5
Westphalia	New York	Hamburg	Oct. 5
Nebraska	New York	Liverpool	Oct. 6
Cuba	New York	Liverpool	Oct. 6
Ohio	Baltimore	Bremen	Oct. 6
Malta	New York	Liverpool	Oct. 7
G. of Brooklyn	New York	Liverpool	Oct. 9
Bellona	New York	London	Oct. 9
C. of Washington	New York	Liverpool	Oct. 16
C. of Cork	New York	Liverpool, via Hal.	Oct. 19
Atalanta	New York	London	Oct. 23

COASTWISE, DOMESTIC, ETC.

Alaska	New York	Aspinwall	Oct. 6
Prometheus	Philada	Charleston	Oct. 7
Eagle	New York	Havana, via Nas.	Oct. 7
Merrimack	New York	Rio Janeiro	Oct. 23

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED SATURDAY.

Steamer H. L. Gaw, Iler, Baltimore, A. Groves, Jr.
Barque John Bright, McMullen, Charleston, E. A. Souder & Co.
Brig J. C. Clark, Moore, Leghorn, Warren & Gregg.
Schr Ira Phillips, Hudson, Providence, Hammett, Neill & Co.
Schr Ann S. Cannon, Hall, Boston, do.
Schr Emma, Hall, do. do.
Schr Trade Wind, Corson, do. do.
Schr A. Hammond, Stone, do. do.
Schr Ira Phillips, Hudson, Providence, do.
Schr Rebecca Knight, Bartlett, Richmond, do.
Schr S. P. Adams, Tabbutt, Machias, do.
Schr J. A. Crawford, Young, Danversport, do.

ARRIVED YESTERDAY.

Br. brig Planet, Arey, 18 days from Arecibo, P. R., with sugar and molasses to John Mason & Co—vessel to E. A. Souder & Co. Encountered very rough weather, and split sails.

Brig S. V. Merrick, Lippincott, 15 days from Havana, with molasses to Isaac Hough & Morris.

Schr Geo. Dearing, Williard, 6 days from Portland, with mdse. to Crowell & Collins.

ARRIVED SATURDAY.

Brig Thos. Walter, Robinson, 12 days from Nevis, with sulphur ore to Moro Philips.

Schr Broadfield, Crowell, 8 days from Boston, with mdse to Mershon & Cloud.

Schr Pearl, Williams, 6 days from Shipping Point, Va., with staves to Lennox & Burgess.

Schr Eleanor T., Wray, 4 days from Norfolk, with iron to Lennox & Burgess.

Schr James S. Hewitt, Foster, from Providence.

Schr T. G. Smith, Lake, from Dighton.

[BY TELEGRAPH.]

LEWES, Del., Oct. 2.—Lying at the Breakwater, brig Jones, from Georgetown, D. C., for Boston, with loss of sails, waiting for repairs. Barque Hoffnung, from Philadelphia for Europe.

Oct. 3.—About twenty-five vessels are lying at the Breakwater. The steamer J. W. Everman, from Philadelphia for Charleston, is repairing her boilers. The child that died on the passage down was buried here to-day. The steamer will sail in the morning. The steamer Norfolk, from Philadelphia for Richmond, is anchored inside. Wind South, with rain.

NEW YORK, Oct. 3.—The steamer Centipede, from Salem, Mass., for Philadelphia, has put in here short of coal. Schr W. T. Hodges, from Boston for Philadelphia, is ashore at Hell Gate, but will be got off without damage.

CHARLESTON, Oct. 3.—Sailed, steamer Prometheus, for Philadelphia.

MEMORANDA.

Ship Tamerlane (924 tons), hailing from Philadelphia, was floated out of dock No. 1, New York, on Tuesday last, after having been stripped of her old, and furnished with a new suit of yellow metal sheathing.

Br. ship W. G. Russell, Jewitt, from Manila 29th May, at New York 2d inst.

Ship Thomas Harward, Strickland, from New York, at New Orleans 27th ult.

Steamer Tonawanda, Wakeley, for Philadelphia, cleared at Savannah 2d inst.

Steamer Maryland, Johnson, for Baltimore, via Key West and Havana, cleared at New Orleans 27th ult.

Barque Roanoke, Duncan, hence for Laguayra, was seen 19th ult., lat. 23 22, lon. 60—so supposed, reported brig Roanoke, steering S. E.

Barque Agate, Brown, for Melbourne, cleared at Boston 1st inst.

Barque Sonoma, Howes, cleared at San Francisco 1st inst. for Liverpool, with 34,000 sacks wheat.

Barque France, from Pisagua, Peru, for orders, in Hampton Roads 23d inst.

Brig Open Sea, Coombs, for Philadelphia, sailed from New Bedford 1st inst.

Brig Philip Laribee, Crowell, hence at Boston 1st inst.

Brig Lewis Clark, Bartlett, hence at Bangor 30th ult.

Brig Abby Ellen, Orcutt, hence at Belfast 28th ult.

Brig Walter Howes, Pierce, hence at Bangor 29th ult.

Brig Hattie B., Daggett, for Philadelphia, was loading at Wilmington, N. C., 30th ult.

Brig Wm. McCreevy, Fields, for Apalachicola, sailed from New Orleans 27th ult.

Brig Manzanilla, McAllister, hence at Boston 30th ult.

Schr Maggie McNeil, Snow, cleared at Savannah 1st inst. for Matanzas.

Schr W. B. Thomas, Wiesmore, hence, at Savannah 1st instant.

Schr Star, Crowell, hence, at Portland 1st inst.

Schr L. Q. C. Wishart, Mason, at New York 2d inst. from Georgetown, D. C.

Schr Decatur Oakes, Merry, hence, at Gloucester 1st instant.

Schr A. L. Cutler, Smith, hence at Bangor, 29th ult.

Schr Emeline G. Sawyer, Keene, hence at Portsmouth, 29th ult.

Schr Maggie Vandusen, Compton, hence at Salem, 30th ultimo.

Schr J. Truman, Gibbs, hence at New Bedford, 1st inst.

Schrs J. S. Terry, Baynor, and M. A. Folsom, Rose, sailed from New Bedford 1st instant for Philadelphia.

Schrs Katie P. Lunt, Lunt, from Boston, and Lucy K. Coggswell, Sweet, from Ipswich, both for Philadelphia, at Newport, P. M. 1st instant.

Schrs Brandywine, Corson, and Elisha T. Smith, Hervey, hence at Fall River, 1st inst.

Schr. Reading Railroad No. 44, hence for New Haven, passed Hell Gate 1st inst

Schr Lizzie, Taylor, from New Haven for Philadelphia, at New York 1st instant.

Schr Joshua S. Bragdon, sailed from Bath 29th ult. for Philadelphia.

Schrs Agnes Reppher, McFadden; Mary F. Hyer, Etheridge, and John R. Ford, Daniels, hence at Norfolk 30th ult.

Schrs Reading Railroad No. 41, Bartlett, and A. E. Safford, Powell, hence at Richmond 1st instant.

Schrs Sarah Bruen, Fisher, and Alex. Young, Townsend, were loading at Wilmington, N. C. 30th ult., for Philadelphia.

ROOFING.

READY ROOFING.—This Roofing is adapted to all buildings. It can applied to STEEP OR FLAT ROOFS at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while under going repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon the best and cheapest in the market.
W. A. WELTON,
2 17 3 No. 711 N. NINTH Street, above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, AND ROOFERS.—Roofs! Yes, yes. Every size and kind, old or new, at No. 540 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid composition roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Call! Examine! Judge!
Agents wanted for interior counties.
4 29tf JOSEPH LEEDS, Principal.

EMPIRE SLATE MANTEL WORKS.—J. B KIRBY, No. 212 CHESNUT Street. 11 3wfm

GENT.'S FURNISHING GOODS.

THE FOUNT OF FASHION.

GENTS' FURNISHING STORE.

MRS. MINNIE CUMMINGS has opened the above-named place, at No. 119 South EIGHTH Street, where gentlemen can find everything in their line.
The best fitting SHIRTS in the city, ready-made or made to order.
Purchasers of twelve articles receive the thirteenth as a Gift.
UMBRELLAS TO HIRE for 25 cents.
Handkerchiefs hemmed free of charge.
Polite Salesladies in attendance.
A call is respectfully solicited and satisfaction guaranteed.
9 3 MINNIE CUMMINGS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

FINE DRESS SHIRTS AND GENTS' NOVELTIES.
J. W. SCOTT & CO.,
No. 814 CHESNUT Street, Philadelphia,
5 27 1rp Four doors below Continental Hotel.

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.
N. E Corner FOURTH and RACE Sts.
PHILADELPHIA.
WHOLESALE DRUGGISTS
Importers and Manufacturers of
White Lead and Colored Paints, Putty Varnishes, Etc.
AGENTS FOR THE CELEBRATED
FRENCH ZINC PAINTS,
Dealers and consumers supplied at lowest prices for cash. 12 4fi

NEW PUBLICATIONS.

JUST PUBLISHED BY PORTER & COATES,
Publishers and Booksellers,
NO. 822 CHESNUT STREET,
SHIFTING WINDS.
By Robert M. Ballantine, author of "Coral Islands," "Dog Crusoe," "Gascoyne, the Sandal Wood Trader," "Wild Man of the West," "Fighting the Flames," etc. etc. 16mo. Cloth extra. Illustrated. Price, $1·50.
A new and charming book, full of stirring scenes and adventure, by the greatest living writer for boys, whose previous works are household words with the boys of America and England. 2 2 mwf5rp

PHILOSOPHY OF MARRIAGE.—A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:—How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Flatulence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post paid, on receipt of 25 cents, by addressing W. A. LEARY, Jr., S. E. corner of FIFTH and WALNUT Streets, Philadelphia. 2 3fi

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.
JAMES & LEE,
No. 11 NORTH SECOND STREET,
SIGN OF THE GOLDEN LAMB,
Are now receiving a SPLENDID LINE of
Spring Fancy Cassimeres,
Comprising all the best makes in the market,
AT WHOLESALE AND RETAIL. [3 28m

CARPENTERS AND BUILDERS.

R. R. THOMAS & CO.,
DEALERS IN
Doors, Blinds, Sash, Shutters
WINDOW FRAMES, ETC.,
N. W. CORNER OF
EIGHTEENTH and MARKET Streets
9 15 3m PHILADELPHIA.

PIANOS.

ALBRECHT, RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
8 2fi WAREROOMS, No. 610 ARCH Street.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. 11 19 rp5

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BOARDING.—AN ELEGANT SUIT OF rooms with private bath, etc., on second floor, also three others, communicating or single, at No. 1402 WALNUT Street. 10 2 6t*

THE PRINCIPAL DEPOT
FOR THE SALE OF
REVENUE STAMPS
No. 304 CHESNUT STREET.
CENTRAL OFFICE, No. 105 S. FIFTH STREET,
(Two doors below Chesnut street)
ESTABLISHED 1862.
The sale of Revenue stamps is still continued at the Old-Established Agencies.
The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express), all orders immediately upon receipt, a matter of great importance.
United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.
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Revenue Stamps printed upon Drafts, Checks, Receipts, etc.
The following rates of commission are allowed on Stamps and Stamped Paper:—

On $25 and upwards	2 per cent.
" 100 "	3 "
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Address all orders, etc., to
STAMP AGENCY,
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AMUSEMENTS.

EXHIBITION AT DOYLESTOWN,
BUCKS COUNTY, PA.
THE DOYLESTOWN
Agricultural and Mechanics' Institute
WILL HOLD THEIR
ANNUAL FAIR AND EXHIBITION
ON
Tuesday, Wednesday, Thursday, and Friday, October 5, 6, 7, and 8.
The North Pennsylvania R.R. Trains
will run as follows on Wednesday, Thursday, and Friday, October 6, 7, and 8.
Leave Philadelphia for Doylestown at 7·45, 8·45, and 9·45 A. M., and 2·45 and 4·15 P. M.
Leave Lansdale for Doylestown at 8 A. M. connecting with Accommodation from Bethlehem, Easton, Allentown, etc., and not stopping on the branch; at 9 A. M., connecting with regular 7·45 train from Philadelphia, and stopping at all stations on the Branch; at 10·45 A. M., connecting with 9·45 fast line from Philadelphia, and stopping at all stations on the Branch.
On October 4 and 5 regular trains leave Philadelphia a 8·45 A. M. and 4·15 P. M.
Returning—Leave Doylestown for Philadelphia at 6·20 A. M., and 3·10, 5·05, and 6·30 P. M., and at 5·10 P. M. for Bethlehem and intermediate stations. The 6·30 train will not stop at stations below Fort Washington.
Excursion tickets sold at all stations on the North Pennsylvania Road, at Allentown and Easton, on Tuesday, Wednesday, Thursday, and Friday, October 5, 6, 7, and 8, good until and on Saturday, the 9th. No excursion tickets sold on the 9th. Goods returned free if not sold, upon being released.
ELLIS CLARK,
10 2 4 6 General Agent N. P. R. R. Co.

BURLINGTON COUNTY AGRICULTURAL FAIR AT MOUNT HOLLY, N. J.
On TUESDAY and WEDNESDAY, October 5 and 6, 1869.
Trains will leave Philadelphia from Market Street Ferry, upper side, at 7, 8, and 10 A. M., and 2·15, 3·30, 5, and 6·30 P. M.
Excursion Tickets, 80 cents.
W. H. GATZMER,
10 4 2t Agent.

HOOP SKIRTS, ETC.

1115.—HOPKINS'
HOOP-SKIRT AND CORSET MANUFACTORY AND SALESROOMS,
No. 1115 CHESNUT STREET.
Our CHAMPION SKIRTS (better and cheaper than all others. 19 to 50 springs, 95c. to $2·25. Our Keystone Skirts, 20 to 60 springs, 60c. to $1·40; New York made Skirts, from 20 to 40 springs, 45 to 75c.
R. Werley Corsets, $2·50, $3·50, $4·50.
Beckel Corsets, from $1 to $7.
Thomson's "Glove-fitting" Corsets, from $2·20 to $5.
Mrs. Moody's patent self-adjusting abdominal supporting Corsets, from $3 to $7—highly recommended by physicans, and should be examined by every lady.
Over 40 other varieties of Corsets, from 75c. to $9·50.
Skirts and Corsets made to order, altered and repaired.
WHOLESALE AND RETAIL. 7 23 3m
WILLIAM T. HOPKINS.

WINDOW GLASS.

"WINDOW GLASS."
EVANS, SHARP & CO.,
NO. 613 MARKET STREET,
Are daily receiving shipments of Glass from Works, where they are now making 10,000 feet day.
They are also receiving shipments of
FRENCH WINDOW GLASS.
Rough Plate and Ribbed Glass, Enamelled Stained, Engraved, and Ground Glass, which they offer at [9 25 3m
LOWEST MARKET RATES.

LUMBER.

1869 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869
1869 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1869
1869 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.
1869 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1869
1869 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1869
1869 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY.
1869 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1869
1869 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING.
1869 CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2500 SOUTH Street. 1869
11 4

UNITED STATES BUILDERS' MILL,
FIFTEENTH STREET, BELOW MARKET,
ESLER & BROTHER, Proprietors.
WOOD MOULDINGS,
BRACKETS, ETC.
BALUSTERS AND TURNING WORK.
A Large Stock always on hand. 9 11 3m

PANEL PLANK, ALL THICKNESSES.—1 COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼. SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. Together with a general assortment of Building Lumbey, for sale low for cash. T. W. SMALTZ, 3 25 6m FIFTEENTH and STILES Streets.

LUMBER UNDER COVER, ALWAYS DRY.
Walnut, White Pine, Yellow Pine, Spruce, Hemlock, Shingles, etc., always on hand at low rates.
WATSON & GILLINGHAM,
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J. T. EASTON. J. M'MAHON.
EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS
No. 2 CORTLIES SLIP, New York.
No. 18 SOUTH WHARVES, Philadelphia.
No. 45 W. PRATT Street, Baltimore.
We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the lowest notice. 3 29

AMUSEMENTS.

TRIUMPHAL RETURN OF THE GREAT EUROPEAN CIRCUS,
THE LARGEST CIRCUS ON THIS CONTINENT,
FOR A SHORT SEASON ONLY,
ON THE ILLUMINATED GROUNDS,
EIGHTH STREET, BETWEEN RACE AND VINE,
TWO GRAND PERFORMANCES EACH DAY,
2½ and 7½ P. M.
DOORS OPEN AT 2 AND 7 O'CLOCK.
The Performances are fully equal to the splendors of the street display. THE CELEBRATED ARTISTES from the principal arenas and hippodromes of Europe.
Mr. THOMAS WATSON, Principal Pad Rider; Mr. JAMES E. COOKE, the great Leaper and Four-Horse Rider; FREDERICK WATSON, in his principal Act of Horsemanship; SHAPPY AND WHITNEY, the daring Trapezists and Gymnasts; CHARLES SANDS, the Champion Tumbler; SAM LONG, the great Clown; FRANK WHITTAKER, the Man of Wit, Humor, and Sentiment; CHARLES CONRAD AND HIS TALENTED SONS (Charles and Henry) in their Acrobatic Feats; M'LLE CARLOTTA DE BERG, Premiere Equestrienne of the world; M'ME CECILE WATSON Scenic Equestrienne; Miss JEANNETTE WATSON, English Equestrienne (from Astley's, London); M'lle HENRIQUES, the Daring Horsewoman; Miss GRACE BELLAIR, from the Alhambra Palace, London; Miss AMANDA LEESOM, from the Anglo-American Circus; M'lle JOSEPHINE, Special Favorite of Europe; Miss JENNIE ST. CLAIR, from the Royal Hippodrome, Paris.
With the other Riders, Vaulters, Gymnasts, Ladyand Gentlemen Performers, etc.
MR. PIERCE, THE CELEBRATED LION TAMER, WILL ENTER THE DEN OF WILD LIONS at the close of each performance, and feed them in the presence of the audience.
REMEMBER! REMEMBER!!
A PERFORMANCE EVERY AFTERNOON!!
A PERFORMANCE EVERY NIGHT!
ADMISSION FIFTY CENTS.
Children under ten (10) years, Twenty-five Cents.
THE FIRST GRAND STREET PARADE will be given THIS (MONDAY) MORNING, leaving the grounds at 10 A. M., and will pass through MARKET and CHESNUT Streets.
Due notice of the Second Parade will be given with the route.
The PARADE will not take place TO-DAY—The first fair Day. 10 4 1t

REFORMATION JUBILEE AND GRAND MUSICAL FESTIVAL, AT THE AMERICAN ACADEMY OF MUSIC, MONDAY EVENING, October 18, at 7½ o'clock. Which will inaugurate the GREAT FAIR, to be held at HORTICULTURAL HALL during the last two weeks of October, in aid of the ORPHANS' HOME AT GERMANTOWN.
His Honor the Mayor, DANIEL M. FOX, will preside.
GRAND CHORUS OF 300 VOICES,
AN ORCHESTRA OF 40 PERFORMERS,
THE YOUNG MÆNNERCHOR of Philadelphia,
A Brass Band of 16 Instruments,
50 Orphan Children from the Home.
300 Children of the Sunday Schools.
Prof. L. ENGELKE.....Conductor.
The Choruses will be rendered by members of the Handel and Haydn, Mendelssohn, West Philadelphia Choral, Vocal Union, and other societies.
A Festival Ode, arranged expressly for the occasion, will employ in its *finale* the full force of nearly 700 PERFORMERS.
Admission, 75; Parquet, Dress Circle and Balcony, $1; Reserved Seats, $1·50; Family Circle and Amphitheatre, 50 cents.
Reserved Se

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
NO. 108 S. THIRD STREET,
PHILADELPHIA.

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MONDAY, OCTOBER 4, 1869.

AN ENGLISH CONDENSATION OF THE AMERICAN ARGUMENT FOR PROTECTION.

While the old feeling in favor of protection is being revived among the aristocratic classes of Great Britain, it is a noticeable fact that the workingmen of that country are also becoming impressed with doubts of the free-trade system. At all events, in learning the grounds upon which protection is advocated in other countries, they are at the same time taught the peculiarities and disadvantages of their own position. A series of interesting papers on "the working-classes in the United States," published in the London *Spectator*, contains an admirable *resume* of the reasons why almost all skilled American workingmen advocate protection, as the writer heard them in this country. He condenses the American argument as follows:—

"First, protection is the poor man's friend, as it prevents the laborer in Europe from competing with the better-paid workman in America. America is a young country, and manufactures, like children, must be everywhere protected during their infancy.

"The policy of protection keeps wages high, and so draws labor to America. Nothing induces the poor of Europe to flock to America so much as the prospect of higher wages. Even if he is no better off when he arrives, he thinks he will be, and that draws him. It is more economical to induce the poor of Europe to go to America to eat, than to remain at home and manufacture while Americans grow the food and send it. Much crossing of the ocean to and fro and consequent enhancement of price is saved by the one journey of each man.

"Only thickly populated countries are likely to benefit by free trade, for in them, the mass of the people, not having land to go upon, are compelled to manufacture or starve, which Americans are not.

"England is only a free-trading country as far as it suits her convenience; she is a protectionist in dealings with America. In 1859 the amount of duty levied in English ports on tobacco from the United States was $19,924,420, which sum exceeded by more than half a million dollars the whole of the duties on English manufactures collected during that year in the United States.

"Protection is only another form of monopoly, and capital can be more easily got to flow into useful channels by the promise of a monopoly than by leaving every enterprise to stand or fall entirely upon its own merits. In England and everywhere else this principle is acted upon. Railway, gaswork, telegraph, and steamboat companies are all protected against other railway, gaswork, telegraph, and steamboat companies which in most cases could and would, if not prevented, undersell them. Then why not the owners of mills and factories (which are mostly companies in the United States)?

"The protective policy has been tried in this respect against the free trade, and found to answer better. Numerous mills and factories have sprung into existence after the passage of each restrictive measure.

"Protection in the infancy of an industry is no more than are the restrictive measures of guilds and apprenticeship. It is found to conduce to the production of articles of sound workmanship, and has a tendency to drive bad and showy goods out of the market. This is instanced in a variety of cases. American rails have been better since they have been made in the United States, than when the cheap Welsh rubbish could be imported at such low rates that it did not pay to make use of the enormous stores of iron which nature has given to America. The experience of Russia was the same as that of America in this respect. In 1824 Prince Nesselrode inaugurated a policy of protection, and since that date Belgian and English rails of vile quality have been excluded from Russia.

"The American cotton-manufacturing industry sprang entirely out of the adoption of the protective policy. Five millions of spindles are now busy where the only occupation for the hands would have been hard field-work if the free-trade system had been adhered to."

The intrinsic force of these reasons is strengthened by the statement that, to a great extent, intelligent British workmen understand and sympathize with them. The correspondence carried on between the tens of thousands of British artisans, now at work in this country, and their friends at home, has fully apprised them of the real condition of affairs, and they plainly see that it is in many cases their true interest to emigrate to this country instead of encouraging the exchange of British goods for American food, after a long and expensive voyage, for the benefit of British capitalists.

REPUBLICAN AND DEMOCRATIC RULE.

On our second page will be found a detailed statement of the management of the finances of this State under Democratic and Republican rule, to which we invite the attention of our readers. In the heat of political campaigns questions of finance are too often overshadowed by more exciting but far less important considerations, but when the election is over, and the tax bills begin to come in, the most ardent patriots are appealed to by an argument that is more irresistible than any other. The management or mismanagement of the finances of the State may be considered as the *experimentum crucis* of a good or bad administration, and it is high time that an *economy* in the use of the public money should supersede almost every other consideration at the polls.

The communication we have referred to shows that the Democracy had almost uninterrupted control of the State government from March 30, 1842, to January 1, 1861, and when the Republican party came into power, they found that the debt of the State was $37,969,847·50, or thirty-two thousand dollars in excess of what it had been eighteen years before. Under Democratic rule the taxes had been monstrous, the single item of taxes on real estate amounting to *twenty-five millions of dollars*. Not one dollar of the State debt was paid, and instead of the enormous sums realized being devoted to the development of the resources of the State, many of the State works were allowed to go to decay, and the money was diverted into the pockets of greedy office-holders and unscrupulous politicians.

During the nine years that the Republicans have been in power the country has passed through a terrible cruel war, brought on by Democratic partisans, and its resources have been taxed to the utmost to subdue the Rebel forces that menaced the life of the nation. Notwithstanding this the State debt on the 30th of November, 1868, less funds in bank to pay overdue loans, not then presented, was $32,795,293·25, and the State Treasurer is now proposing to pay off one million dollars of the debt due July 1, 1870, which will reduce the debt to the sum of $31,795,293·29, or $6,194,554·21 less than when the Republican party came into power. In addition to this, there has been paid $6,012,459·74 expenses incurred in putting down the Rebellion. Notwithstanding the extraordinary occasions for expense since 1861, it will be seen that the debt has been reduced, and the State tax on real estate has been repealed, leaving it to pay the ordinary expenses of county and local government. By a glance at the detailed statement, it will be seen that the actual saving under Republican rule, as compared with that of the Democracy, amounts to a total of $19,334,096·79.

These figures speak for themselves, and they need no extended comments from us. A return of the Democratic party to power would be a calamity that the taxpayers would be called upon to support the burden of. For nine long years the Democratic politicians have been gazing with longing eyes and itching fingers at the money-bags of the public treasury, and their rapacity increases the longer they are excluded from office. Put the State once more under Democratic control, and those who now complain of the onerous taxation will deplore the day they ever sought relief from their burdens by voting for a change in the administration of the Government. The day of election is now approaching, and the most important matter to be decided is whether economy or extravagance shall rule in the future. There is no reason why, with proper management, the State debt should not be entirely extinguished in a comparatively few years, and the taxes lightened at the same time. It is very certain, however, that if the Democrats get into power that no such results will be brought about.

FRANCE AND AMERICA.

Prince Napoleon, in a letter acknowledging the compliment paid by a body of Americans residing in London to his recent liberal speech in the French Senate, expresses the belief that "the present position bears a resemblance to that at the close of the last century," and that "Constitutional liberty established in France will place the political sentiments of France and America in as complete accord as their interests already are." The public are scarcely prepared for such an action and reaction in favor of liberty between the two countries as marked the last century, but there can be little doubt that France must progress, as an empire, kingdom, or republic, on the liberal track from which she has so often been violently thrown. America is indebted for her radically democratic ideas to France much more than to England, and her example has, in turn, powerfully impressed the reading and thinking men of France, inspiring them with a constant yearning for free institutions, and making them hope, in spite of past failures, that a republic may yet be possible. It may well be doubted, however, in view of past experience, whether enlightened Frenchmen will put much faith in Prince Napoleon's project of allying the empire with liberty. The ruling aim of his ambitious family is to firmly establish their dynasty, and to promote this end they are ready to advocate the most ultra liberal doctrines to-day, and to enforce the most despotic measures to-morrow.

OBITUARY.

Colonel Constant M. Eakin,

an esteemed and honored citizen of Philadelphia, died on Saturday last, at the age of seventy-five. Colonel Eakin was of French origin, and his family was one of the oldest and most respected in this community. His inclinations were towards a military life, and he accordingly obtained an appointment to the West Point Academy shortly after its establishment, and graduated with honor in the class of 1817. He was attached to the Topographical Corps, and served in it with distinction for more than twenty years, attaining the rank of Major. He was largely instrumental in organizing and perfecting the coast survey system of the United States, and the efficiency of that system is in a great measure due to his exertions and influence.

Major Eakin resigned from the army about the year 1850, and devoted himself as a private citizen to engineering and science, until the breaking out of the Rebellion, when, although sixty-five years of age, he at once offered his services to Gov. Curtin in any capacity in which he could be most useful. His offer was accepted, and he was employed in raising troops and in making reconnoissances in the southern section of the State, and in 1862 he was in command of a regiment. He proved himself a faithful, zealous, and efficient officer, and in spite of his advanced age he labored with more ardor than many younger men. Colonel Eakin was married to a daughter of the late Chandler Price, and he was one of the oldest residents of West Philadelphia, in the growth and improvement of which section of the city he felt much interest. Colonel Eakin leaves behind him a large circle of relatives and friends, who esteemed him for his many noble qualities, and who will mourn his loss.

General Isaac C. Bassett

died suddenly on Saturday at his residence in this city. He was a member of the Scott Legion, having served throughout the Mexican war. For a number of years he was in business as a coal merchant in Southwark, but on the breaking out of the Rebellion he volunteered his services, and was commissioned, August 24, 1861, as Captain of Co. K in the 82d Regiment Pennsylvania Volunteers, then commanded by Colonel David H. Williams. He participated in all the battles in which his regiment was engaged, and his efficiency as an officer procured his promotion to the rank of Major in February, 1863, and to that of Colonel in the May following. He was reported to have been killed while planting a flag on the heights of St. Mary's, in Virginia, and was made the subject of many eulogistic notices. On December 12, 1864, he was breveted Brigadier-General, and was placed in command of the prisoners on Johnson's Island. General Bassett was a native of Philadelphia, and he leaves behind him many warm friends to deplore his loss.

Most Rev. Dr. Kiernan, Archbishop of Armagh.

When a cable telegram about three weeks ago announced the death of the Archbishop of Armagh, it was supposed, in this country, to have referred to Dr. Beresford, the head of the Protestant Church of Ireland. Advices by mail show that the telegram referred to the death of the Most Rev. Dr. Kiernan, Catholic Archbishop of Armagh and Primate of all Ireland, who died on the 15th of September, at his residence near Dundalk. The deceased was a native of Darver, near Castlebellingham, in County Louth. After receiving a college education and the degree of Doctor of Divinity, he officiated for a time in the small village of Louth. He held in succession the cures of Newry, Drogheda, and Collon, and in 1848 was appointed parish priest of Dundalk, which position he held until 1868. Having been defeated as a candidate for the Archbishopric of Armagh, he was elevated to that position in 1868, and consecrated by Cardinal Cullen. His health, however, was quite poor after his promotion, but despite this drawback he continued in the active discharge of his episcopal duties up to the time of his death.

Right Rev. Samuel Waldegrave, Bishop of Carlisle.

A cable telegram announces the death, on Saturday, of the Hon. and Right Rev. Samuel Waldegrave, the Bishop of Carlisle, his diocese including the counties of Cumberland and Westmoreland, and a portion of North Lancashire. The deceased was a son of the eighth Earl Waldegrave, and was born in the year 1817. He entered Baliol College, Oxford, and graduated with the highest honors in 1839. After holding several charges he was finally, in 1860, consecrated Bishop of Carlisle, as the successor of Dr. Villiers, who had been transferred to the See of Durham. Bishop Waldegrave was the author of "New Testament Millennialism," being the Bampton lectures for 1864. He also wrote several smaller and less important books.

The New York Episcopal Academy.—In our religious column on Saturday last, a paragraph was inadvertently inserted, stating, on the authority of the New York *Independent*, "Two-thirds of the students in the General Episcopal Theological Seminary in this city have just gone over to the Roman Catholics." The facts of the case are that only two students out of fifty have thus seceded. We regret the prominence given to this erroneous statement, and trust the error may be corrected in our contemporaries.

The Hon. George S. Boutwell, Secretary of the Treasury, will speak at Horticultural Hall this evening, at half-past 7 o'clock.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

UNIVERSITY OF PENNSYLVANIA, NINTH Street, above Chesnut, Philadelphia.
MEDICAL DEPARTMENT.
ONE HUNDRED AND FOURTH SESSION, 1869-70.
The regular Lectures of this School will commence on MONDAY, October 11, and continue until the first of March. Fee for the full course, $140.
R. E. ROGERS, M. D.,
Dean Medical Faculty.
10 4 6t

PHILADELPHIA UNIVERSITY, NINTH Street, south of Locust. Medical Department. Session 1869-70 commences October 6, at 7½ o'clock, with a General Introductory by JOHN O'BYRNE, Esq. Free to the public. Students desirous of attending College will call upon the Dean, W. PAINE, M. D., at the University, from 9 to 4. 9 13 fmw 15t

CITY COMMISSIONERS' OFFICE, No. 212 South FIFTH Street.
PHILADELPHIA, October 2, 1869.
The warrants for the pay of Canvassers of the respective Election Divisions of the city will be drawn on TUESDAY, the 5th of October, from the First to the Fourteenth wards, inclusive, and on WEDNESDAY from the Fifteenth to the Twenty-eighth ward,, inclusive.
By order of the City Commissioners
PHILIP H. LUTTS,
10 4 3t Clerk.

THE ANNUAL MEETING OF THE Stockholders of the PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY will be held at the Office of the Company, northeast corner of NINTH and GREEN streets, on MONDAY, the first day of November next, at 10 o'clock A. M., and immediately after the adjournment of that meeting an election will be held at the same place for four managers, to serve three years.
10 4 m4t A. E. DOUGHERTY, Secretary.

HAND-IN-HAND MUTUAL LIFE INSURANCE COMPANY OF PHILADELPHIA.—This popular Company is desirous of obtaining the services of several first-class AGENTS for this city and vicinity. Also, a first-class General Agent for Western Pennsylvania. Office, No. 112 South FOURTH street. 10 4 3t*

FIFTEENTH WARD.—INDEPENDENT REPUBLICAN CANDIDATES.
For Select Council—BENJAMIN F. GLENN.
For Common Council—CHARLES D. SUPPLEE.
Nominated at Ward Meeting. 10 2 7t

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THE BURNING OF EARLES' ART GALLERY.
PHILADELPHIA, September 1, 1869.
Messrs. Farrel, Herring & Co.,
No. 629 Chesnut street.
Gentlemen:—We have just examined, with the very greatest satisfaction, our Safe, purchased of you some years ago, and which passed through our destructive fire of last night.
We find the contents, without exception, entirely unharmed, merely slightly damp, and we feel now in a condition to commence our business again, having every book perfectly safe.
We shall in a few days require a larger one, and will call upon you.
Very respectfully,
JAMES S. EARLE & SONS.
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CHAMPION SAFES.
PHILADELPHIA, August 27, 1869.
Messrs. Farrel, Herring & Co.
Gentlemen:—In the year 1856 I unfortunately was in business in the Artisan Building, which was destroyed by fire on the 10th of April. I had then in use what I supposed was a Fire-Proof Safe, but upon opening it I found everything destroyed, and fire burning therein.
You will recollect, gentlemen, there was several of your Safes in that fire, also several in the fire at Sixth and Commerce streets, the next May, five weeks afterwards, all of which upon being opened proved they were fire-proof indeed, for I witnessed the opening of the most of them, and in every case the contents were preserved, while Safes of other makers were partially or entirely destroyed. I at once concluded to have something that I could depend upon, and purchased one of your Safes.
The safe I purchased of you at that time was subjected to a white heat (which was witnessed by several gentlemen that reside in the neighborhood) at the destruction of my Marble Paper factory, 92½ Wallace street, on the afternoon and evening of the 24th inst. After digging the safe from the ruins, and opening it this morning, I was much pleased to find everything, consisting of books, papers, money and silverware, all right. I shall want another of your safes as soon as I can get a place to continue my business in. I could not rest contented with any other make of safes.
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Marble Paper Manufacturer.
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MUSICAL AND DRAMATIC.

The City Amusements.

AT THE ACADEMY OF MUSIC Madame Parepa-Rosa and her English Opera Troupe will open this evening, for a season of twelve nights, with Wallace's opera of *Maritana*. Besides Madame Rosa, this troupe contains several well-known and popular artists, and several new applicants for public favor, who come to us with excellent reputations. The opera announced for this evening is a favorite, and as there is considerable interest felt in the new troupe, the prospects are that a full house will be in attendance. The cast will include Madame Rosa, Mrs. Seguin, and Messrs. Castle, Campbell, A. Laurence, and T. Howard.

Miss Rose Hersee, the new *prima donna*, will make her *debut* to-morrow evening as "Amina" in *La Sonnambula*.

On Wednesday Balfe's opera of *The Puritan's Daughter* will be performed for the first time in this city.

AT THE CHESNUT the performances of *Our American Cousin* on Friday and Saturday evenings were so decidedly successful that the management has concluded to continue it for three nights more. This is an exceedingly amusing play, and it is admirably acted by the Chesnut street company. Miss Keene's "Florence Trenchard" is a charmingly graceful and lady-like personation, and the "Asa Trenchard" of Mr. Bowers and the "Lord Dundreary" of Mr. Otis are entitled to warm praise.

It should be remembered that both of these last-named personages are broad caricatures, and that the actors in exaggerating them beyond the semblance of possible humanity only carry out the obvious intention of the author. Mr. Jefferson, who originally played the part of "Asa Trenchard" in this country, did the best he could for it by discarding the outrageous costume of the conventional stage Yankee, and adopting the homespun suit and nasal twang of a genuine New England rustic. Neither he nor any other actor, however, can make "Asa" anything but a caricature drawn entirely fram the imagination of an English writer who knew nothing whatever about the original article.

Mr. Bowers does not play this part as well as Mr. Jefferson, but he plays it very well indeed, and is entitled to have his effort judged by a fair standard of criticism. In like manner Mr. Otis' "Lord Dundreary" is to be considered a good performance. "Dundreary" is not merely the conventional stage fop, but he is a distinct creation, and this is the reason why he has retained his popularity. He is a burlesque, exaggerated as burlesques always are, but unlike "Asa Trenchard," he is evidently a portrait from life, with the salient points exaggerated and touched up by the hand of the caricaturist. Miss Keene has placed this piece on the stage with care and good taste, and as a whole it is as well acted as it ever has been in this city.

Boucicault's drama of *Hunted Down*, a very interesting play, which was originally produced at the Chesnut two seasons ago by Mrs. D. P. Bowers, and Robertson's comedy of *Home*, are announced as in preparation.

AT THE WALNUT Mr. Edwin Booth will commence the third week of his brilliant engagement this evening, by appearing as "Cardinal Richelieu" in Bulwel's drama. This is one of Booth's most finely studied and artistic personations, and in many respects it is superior to that of any actor who has undertaken the character of late years. The house has been crowded to its utmost capacity every night for the last two weeks, and the prospect is that a rushing business will be done for weeks to come.

To-morrow evening Mr. Booth will appear as "Brutus" in John Howard Payne's tragedy of that name; on Wednesday as "Iago" in Shakespeare's tragedy of *Othello*; on Thursday as "Richelieu," and on Friday as "Othello."

AT THE ARCH Boucicault's drama of *Formosa* will be performed this evening.

AT THE ELEVENTH STREET OPERA HOUSE the minstrels will appear this evening in an entertaining performance. The Ethiopian burlesque of *Scenes in the City Cars, Norma, McMike's Fishing Party*, and *A Trip to Paris*, which were so successful last week, will be repeated, with other attractive features.

THE GREAT EUROPEAN CIRCUS will open to-day on Eighth street, between Race and Vine. To those who remember this establishment when it was here last, no special recommendation is needed. It is composed of a fine troupe of performers, each one of whom has a high reputation in his or her particular line. Among the equestrians and acrobats we find the names of Thomas Watson, James E. Cooke, Frederick Watson, Shappy and Whitney, Charles Conrad and his sons; Mad'lle Carlotta De Berg, Madame Cecile Watson, Miss Jennie Watson, Mad'lle Henriques, Miss Grace Bellair, Mad'lle Josephine, and Miss Jennie St. Clair.

The clowns are Sam Long and Frank Whittaker, both of whom have hosts of friends and admirers in this city. One of the great features of the show will be the performance of Mr. Pierce in his den of lions.

Two performances will be given each day at 2½ o'clock in the afternoon and 7¾ in the evening.

CITY ITEMS.

FALL CLOTHING — MEN'S, YOUTHS', AND BOYS'—*Ready-made and made to order. New Styles of Goods being daily received, a fine assortment now in store, both Ready-made and in the Piece for making to order.*
HALF WAY BETWEEN *Fifth and Sixth Streets.* { BENNETT & CO., TOWER HALL, 518 MARKET ST., PHILADELPHIA, And 600 BROADWAY, NEW YORK

EARTH CLOSET COMPANY'S patent dry earth commodes and privy-fixtures, at A. H. Franciscus & Co.'s, No. 513 Market street.

GET THE BEST.—The Parham New Family LOCK-STITCH SEWING MACHINE. (Easy Terms.) Salesroom, No. 704 CHESNUT Street.

SPECIAL AUCTION NOTICE.—We desire to call the early attention of our readers to the large and attractive sale of first-class triple-plate silverware, to-morrow (Tuesday) morning, commencing at 10 o'clock, at Concert-Hall Auction Rooms, No. 1219 Chesnut street, T. A. McClelland, auctioneer.

JEWELRY.—Mr. William W. Cassidy, No. 12 South Second street, has the largest and most attractive assortment of fine Jewelry and Silverware in the city. Purchasers can rely upon obtaining a real, pure article, furnished at a price which cannot be equalled. He also has a large stock of American Western Watches in all varieties and at all prices. A visit to his store is sure to result in pleasure and profit.

LARGEST WORKSHOP OF THE BODY is the Liver so office it is to withdraw the bile from the blood; e this important organ does not act, the skin assumes ellow appearance, and generally a *sick headache* sets in, with chilly sensations, and cold hands and feet, accompanied with loss of appetite. The system becomes clogged, the machinery does not work well, and both mind and body are disordered, the afflicted becoming cross and fretful, finding fault with everything around them. To any person in this condition DR. D. JAYNE'S SANATIVE PILLS are recommended; by their stimulating action the Liver soon recovers its healthy tone, and is enabled to perform its proper functions. Costiveness is cured, and all the aggravating symptoms of Biliousness removed. Sold everywhere.

OPEN OPEN
EVERY DAY.
OPEN OPEN
ON THURSDAYS.
OPEN OPEN
ALL THE TIME.
OPENING OPENING
Now and for several days past,
The most extensive importation of
FALL AND WINTER STUFFS FOR MEN'S WEAR,
Ever before Displayed in this City.
comprising as it does every
STYLE, QUALITY, AND COLOR
of the
Newest Designs in Plain and Fancy
CLOTH,
CASSIMERE VESTINGS, and
OVERCOATINGS.

Our assortment is full up, and *ready for public inspection.*

Polite and experienced Salesmen will show you gentlemanly attention, and you will not be asked to buy.

A cordial invitation is here extended to the public. *Come to-day*, any time, as we are
OPEN OPEN
EVERY DAY.
RESPECTFULLY,
CHARLES STOKES,
No. 824 CHESNUT STREET.

RESIDENCE, ARCH STREET.—Thomas & Sons will sell, without reserve, on the premises, on Wednesday next, the very elegant residence and furniture, No. 1209 Arch street. See their catalogues.

THE EXHAUSTED SYSTEM.—Summer is a debilitating season, and the sudden change of temperature which takes place at this period of the year finds the healthiest of us considerably enervated by the preceding heat, and the weakly and delicate almost prostrated. This is not a favorable condition in which to encounter the raw cold winds of October and its chilling fogs and night dews, and consequently intermittent fever, dysentery, bilious attacks, and rheumatism are more or less prevalent everywhere, but especially in localities where the atmosphere is naturally unwholesome. In order to avoid the dangers arising from these causes, the exhausted system should now be renovated and invigorated by a course of HOSTETTER'S STOMACH BITTERS. This purest and most potent of all vegetable tonics and exhilarants regulates the secretions while it renews the strength, and purifies the fluids of the body while it gives firmness and vigor to the nervous organization. Free from the unpleasant flavor which renders the ordinary tonics so repulsive, composed of extracts and juices of the choicest vegetable invigorants and correctives, mingled with a diffusive stimulant from which every noxious element has been expelled, this renowned preparation is, in all respects, the very best medicine of its kind that the world has ever known. Such is the opinion of distinguished members of the medical profession, and the general verdict of the public, after an experience of twenty years, during which HOSTETTER'S BITTERS has attained a greater popularity and a more extensive sale than any specific ever advertised in the columns of the American press.

[COPY.]

1869-70.

FALL CIRCULAR

OF

OAK HALL

to announce that our preparations for the present season are fully equal to the last two or three years, would be sufficient assurance that Oak Hall is the place to buy your Fall and Winter Clothing.

But to all former inducements we add

A MUCH REDUCED SCALE OF PRICES.

Distancing all competitors on this one vital point.

AN IMPROVED AND REORGANIZED CUSTOM DEPARTMENT.

New and better Cutters, men of unsurpassed taste.

A GREATER PERFECTION IN READY-MADE DEPARTMENT.

A finer class of Clothing than ever before.

A large and better assorted Stock.

Our business increased 60 per cent. last year, and we have prepared for a still larger increase.

We are determined to lift Oak Hall higher than ever in the popular esteem, and to make it the great centre of the Clothing trade of our City and State.

WANAMAKER & BROWN,

OAK HALL BUILDINGS,

SIXTH AND MARKET STREETS.

NOTE.—*Satisfy yourself of the truthfulness of the above statements, especially the* FIRST:—*Our prices the lowest in the country.*

MARRIED.

SINER—SINER.—On Wednesday evening, September 29, by the Rev. George Cummins, M. RICHARD M. J. SINER to Miss SALIE C. SINER, all of this city.

DIED.

BASSETT.—Suddenly, on the 2d instant, General ISAAC C. M. BASSETT, aged 40 years.

The relatives and friends of the family, the old members of Cadwalader Greys; Integrity Lodge, No. —, A. Y. M.; Moyamensing Hose Company No. 27; and officers and members of 82d Regiment Pennsylvania Volunteers, are respectfully invited to attend the funeral, from the residence of his mother, Mrs. Sarah Bassett, No. 616 Paul street, on Wednesday afternoon at 1 o'clock. Interment at Odd Fellows' Cemetery.

CARSON.—On the morning of the 3d instant, MARY J., wife of J. Hays Carson, and daughter of the late John E. Keen

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 1632 Vine street, on Wednesday afternoon, the 6th instant, at 2 o'clock. Interment at Laurel Hill, (Boston and New York papers please copy.)

HARDY.—On the 3d instant, JOHN D. HARDY, in the 51st year of his age.

Due notice of the funeral will be given.

MEURER.—On the 2d instant, WILLIAM A., son of Charles A. and Sarah A. Meurer, in his 22d year.

The relatives and friends, also the members of the Celo Patrol Society, are respectfully invited to attend the funeral, from the residence of his father, No. 249 N. Sixth street, on Tuesday afternoon at 2 o'clock. Interment at the Woodlands.

JONES'

One-Price Clothing House,

No. 604 MARKET Street.

Our Garments are well made.
Our Cutters are men of talent.
BUT ONE PRICE IS ASKED.
Satisfaction Guaranteed Every Purchaser.

GEO. W. NIEMANN, Proprietor,
9 15 wfm5 No. 604 MARKET St., above Sixth.

CIGARS.

229 S. FRONT ST. 229 S. FRONT ST.

S. FUGUET & SONS,

(ESTABLISHED 1828),

IMPORTERS OF HAVANA CIGARS,

AND

MANUFACTURERS OF FINE CIGARS,

No. 229 S. FRONT St., below Walnut.

Freshly Imported Cigars in or out of Bond.
Of our Manufacture, thirty varieties; quality warranted. (10 1 105p
Assortment and prices to suit all buyers.

POLITICAL.

UNION LEAGUE

REPUBLICAN

Grand Mass Meeting.

By the Apathy of Good Men Bad Men Triumph.

The friends of our present National and State Administration, favorable to the re-election of the PATRIOTIC and EFFICIENT GEARY as GOVERNOR, and of the LEARNED and IMPARTIAL WILLIAMS as JUDGE of the SUPREME COURT—who desire to secure a fair expression of the PUBLIC WILL, and INTELLIGENT and HONEST MEN to office—will meet in

GRAND MASS MEETING

IN FRONT OF THE

UNION LEAGUE HOUSE,

ON BROAD STREET,

ON TUESDAY EVENING, October 5,

AT 7½ O'CLOCK,

To present the CLAIMS of the CANDIDATES of the REPUBLICAN PARTY, and to take measures to SECURE their TRIUMPHANT ELECTION.

The friends of a PROTECTIVE TARIFF, of a WISE SYSTEM of FINANCE, of a SOUND and CONVENIENT CURRENCY, of the HONEST PAYMENT of the PUBLIC DEBT, and of FREEDOM in EVERY LAND and for ALL PEOPLE, are invited to attend.

PHILADELPHIANS! let us not be apathetic when PUBLIC DUTY calls. "BY THE APATHY OF GOOD MEN BAD MEN TRIUMPH." The MEMORY of the TOILS, the TRIALS, the SUFFERINGS through which OUR COUNTRY lately passed—GRATITUDE to the NOBLE SOLDIERS who SAVED our UNION—every MANLY and PATRIOTIC FEELING DEMANDS that GOOD CITIZENS should ATTEND to PUBLIC AFFAIRS.

The following distinguished men will address the meeting:—

HON. WILLIAM STRONG.
GEN. JOHN M. THAYER, United States Senator from Nebraska.
HON. CHARLES GIBBONS.
HON. GLENNI W. SCOFIELD, of Warren.
HON. GEORGE LEAR, of Bucks.
HON. A. I. HERR, of Dauphin.
HON. THOMAS M. MARSHALL, of Allegheny.
HON. JOHN CESSNA, of Bedford.
HON. WILLIAM JENNISON, of Michigan.
HON. THOMAS J. BIGHAM, of Allegheny.
HON. JOHN. W. FORNEY.
GEN. JOSHUA T. OWEN.
HON. CHARLES O'NEILL.
HON. LEONARD MYERS.
HON. WILLIAM D. KELLEY. 10 1 4t

FINANCIAL.

THE FIRST MORTGAGE BONDS

OF THE

UNION PACIFIC RAILROAD CO.

INTEREST 6 PER CENT. IN GOLD.

The Union Pacific Railroad has been in successful operation since May 10, and it is pronounced, by the thousands who have passed over it, to be in all respects as safe and well built as any railroad in the country. By the Pullman Palace Cars the journey is not only made without danger, but without unusual fatigue. The fears that many have expressed in relation to the perils of the overland trip are removed by experience, and the travel is steadily increasing.

The earnings of the road since its opening are officially stated by the Company as follows:—

From May 10 to May 31 ..... $391,420 12
" June 1 to June 30 ..... 706,602 29
" July 1 to July 31 ..... 623,559 96

Notwithstanding the rates for passengers and freight have been largely reduced, the earnings for August will be at about the same average. They will be published as soon as full returns are received. The earnings, as stated above, are at an average of about

Eight Million Dollars a Year,

Which will be steadily augmented by the development of the Pacific Coast, by settlement along the line, and by the natural increase of traffic.

The First Mortgage Bonds of the Company amount to $28,816,000, and the interest liability to $1,728,960, gold, or about $2,334,096 in currency. It will be noticed that the present earnings provide an ample fund for the payment of this interest and leave a large surplus. We are also satisfied that, at present market rates, these bonds are a very desirable investment, and that they will advance in price as soon as the facts concerning the business and condition of the Company are generally understood.

The Land Grant Bonds

To the amount of Ten Million Dollars, were issued to obtain means to finish the road, and are secured by

A FIRST MORTGAGE

Upon the entire Land Grant of the Company, amounting to 13,824,000 acres. Three million acres of this land in the Platte Valley, in Nebraska, are admitted to be equal to any in the West. The sales of land were opened in Omaha July 27, and 40,000 acres were sold during a month thereafter, at an average price of over $5·00 per acre. While a part of the remainder of the land is of little value for agricultural purposes, there is another part from which a considerable sum will be realized. The value of the Land Grant is largely enhanced by the extensive coal mines, which are now being worked for the supply of the surrounding country, as well as for the railroad, and by other valuable mineral deposits, especially of copper.

THE LAND GRANT BONDS ARE RECEIVED in payment for all the Company's lands, at par, and the demand from actual settlers will give them a certain market. They run twenty years and pay seven per cent. interest in currency.

Although the Company have disposed of all their bonds, yet, as they are offered in market, we continue to fill orders at the current rates.

We have no hesitation in recommending both the First Mortgage and the Land Grant Bonds as a very valuable and perfectly safe investment.

DE HAVEN & BRO.,
BANKERS,
9 29 wfm No. 40 S. THIRD Street.

DRY GOODS.

GRAND CLOSING OUT SALE

OF

SILKS AND DRESS GOODS.

RICKEY, SHARP & CO.,

NO. 727 CHESNUT STREET,

WILL OFFER

ON MONDAY, OCTOBER 4, 1869,

A SPLENDID ASSORTMENT

OF

SILKS AND DRESS GOODS,

At Prices Below the Cost of Importation.

Poplins Reduced from $1 to 50c.
Do. from 87½ to 50 cents.
Do. from 75 to 37½ cents.
Rich Chameleon Silks at $1·50.
Black Gros Grain Silks at $1·75 and $2·00.

RICKEY, SHARP & CO.,

No. 727 CHESNUT STREET,

10 2 tfrp PHILADELPHIA.

OPENING DAY.

CURWEN STODDART & BROTHER

ANNOUNCE A DISPLAY OF NEW STYLES OF

LADIES' SUITS,
SACQUES, and
CLOAKS,
For Wednesday Next, October 6.

With increased facilities in our Manufacturing Department, Good Taste, and the advantage of an inexpensive establishment, we hope to gain a large share of
PUBLIC TRADE.
Orders executed with promptness.

CURWEN STODDART & BROTHER,

Nos. 450, 452, and 454 North SECOND Street,

10 2 4t Above Willow.

MILLIKEN'S

LINEN STORES.

OLD STORE.

No. 828 ARCH STREET.

NEW STORE,

No. 1128 CHESNUT Street.

NEW DEPARTMENT—BED CLOTHING.

BEST BLANKETS, fresh from the mills.
MARSEILLES BED QUILTS.
HONEYCOMB QUILTS, all sizes.
ALLENDALE AND LANCASTER QUILTS.
LINEN SHEETINGS, all widths.
COTTON SHEETINGS, all widths.
PILLOW CASINGS.

We bid for a large trade in BED CLOTHING, by selling reliable goods at the lowest prices. 8 21 mwf

BLANKETS! LINENS! MUSLINS!

19 CASES BLANKETS.
19 CASES BLANKETS.
19 CASES BLANKETS.
ALL THE GRADES.
ALL THE GRADES.
ALL THE GRADES.
EVERY GOOD SIZE.
EVERY GOOD SIZE.
EVERY GOOD SIZE.
EVERY GOOD SIZE.
ONE BALE LINEN TABLE DIAPER.
GOOD LINEN TABLE DAMASKS.
TOWELS, NAPKINS, AND DOYLIES.
BEST WIDE SHEETINGS.
BEST PILLOW COTTONS.
BEST YARD-WIDE MUSLINS.

COOPER & CONARD,

NINTH STREET, BELOW MARKET,

1 7 fsm PHILADELPHIA.

BLANKETS,

ALL SIZES AND QUALITIES

PERKINS & CO.,

No. 9 SOUTH NINTH STREET,

9 6 mwf3m5p PHILADELPHIA.

INDIA SHAWLS.

GEORGE FRYER,

No. 916 CHESNUT STREET,

Will open Monday, Oct. 4, his Fall Importation of

India Camel's Hair Shawls and Scarfs,

At moderate prices. With a choice selection of
NOVELTIES
In the usual TASTE and QUALITY of HIS ESTABLISHMENT. 10 2 2m

GRAND SILK DISPLAY.

Tuesday and Wednesday, Oct. 5 and 6,

HOMER, COLLADAY & CO.,

Nos. 1412 and 1414 CHESNUT STREET,

WILL HAVE THE

LARGEST DISPLAY OF SILKS

EVER MADE IN THIS COUNTRY.

DRY GOODS.

E. R. LEE,

NO. 43 NORTH EIGHTH STREET,

HAS NOW OPEN FROM FORCED AUCTION SALES OF LAST WEEK,

25 PIECES BLACK SILKS

Cheapest Goods Ever Offered.

HEAVY GROS GRAINS, $1·95 and $2·10.
EXTRA HEAVY DO., $2·25, $2·75.
HEAVY BLACK LYONS DRAP DE PARIS.

Magnificent Lyons Cachemire de Soie.

Heavy Faille Silks.

2 PIECES NEAT BROCATELLE FIGURED SILK, A JOB.

100 PIECES WIDE SERGE CLOTHS, 31 CENTS, COST OVER 60.

NEW KID GLOVES, $1·00.
GENUINE JOUVIN GLOVES, FALL SHADES.
NEW HAMBURG EDGINGS, REAL LACES, ETC.

We call SPECIAL ATTENTION to our stock of

BLACK SILKS,

BEING THE CHEAPEST AND BEST GOODS EVER OFFERED. 9 29 wfm3t

BARGAINS IN BLACK SILKS

BLACK SILKS FROM AUCTION.

Having made large purchases of Black Silks at the recent Auction Sales, at a very heavy loss to the importers, we are able to offer the greatest Bargains in Black Silks since the close of the war.

WIDE BLACK SILKS, FOR LININGS, $1, $1·12½, $1·25.
BLACK SILKS, WITH LUSTRE, $1·50 to $3·75.
BLACK GRO GRAIN SILKS, $1·50 to $3. BLACK SATINS FOR TRIMMINGS, $1·50 to $3·50. Colored Silk Velvets, for Trimming, Cut Bias. Colored Satins, Cut Bias, $2 to $3.
PLAID SILKS, WINTER COLORS, AT $1·25, WORTH $2·25.
Plain Japanese Silks, Evening Colors, $1·50.
STRIPED AMERICAN SILKS, NEW STYLES, 25 INCHES WIDE, $2·75.
SOLID COLORED DRESS SILKS, IN ALL THE NEW SHADES, $1·75 to $6.

Also, now open, a complete assortment of Fall and Winter Dress Goods, containing
THE LATEST NOVELTIES IN FRENCH, ENGLISH, AND GERMAN FABRICS.
500 DOZEN LOUVIER KID GLOVES, IN ALL THE NEW SHADES, $1.
GENUINE JOUVIN KID GLOVES.
Selected shades, of our own importation.

H. STEEL & SON,

Nos. 713 and 715 N. TENTH Street,

1t PHILADELPHIA.

CHAMELEON SATINS,

ROMAN SATINS,

BROCATELLE SILKS,

Entirely New, and Very Desirable.

J. W. THOMAS,

Nos. 405 and 407 North SECOND St.,

9 11 rp PHILADELPHIA.

BANKRUPT STOCK OF BLANKETS.

To effect a RAPID closing out of an EXCESSIVE STOCK of

BLANKETS,

We have arranged a large portion of the LOWER PRICES in the adjoining STORE,

No. 448 NORTH SECOND STREET,

And marked them to sell by the SINGLE PAIR, or in QUANTITIES, for CASH, at

VERY REDUCED RATES.

CURWEN STODDART & BROTHER,

Nos. 450, 452, and 454 North SECOND Street,

10 4 3t Above Willow.

RODGERS' AND WOSTENHOLM'S POCKET KNIVES,

Pearl and Stag Handles, of beautiful finish, RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LECOULTRE RAZOR SCISSORS of the finest quality.

Razors, Knives, Scissors, and Table Cutlery Ground and Polished at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut. 2 8 6p

WINES.

THE BEST CALIFORNIA WINES.

California, Hock, Claret and Sparkling, for Table Use.

California Port and Brandy, for Medicinal Purposes.

California Angelica and Muscatell, the Finest Ladies' Wines,

AT

PERKINS, STERN & CO.'S,

Nos. 14 and 16 VESEY Street, New York,
No. 168 TREMONT Street, Boston,
And Nos. 34 and 36 LA SALLE Street, Chicago.
For sale in Philadelphia by
SIMON COLTON & CLARKE,
JOHNSTON, HOLLOWAY & COWDEN,
CRIPPEN & MADDOCK,
BULLOCK & CRENSHAW,
RISK & MUSSON,
WRIGHT & SIDDALL,
ROBERT BLACK & SON,
THOMPSON BLACK'S SON & CO.,
JAMES B. WEBB.
By A. H. HAYWARD, Germantown,
EWEN & BRO., Camden, New Jersey.

PHILADELPHIA, July 23, 1869.

Messrs. Perkins, Stern & Co.—The Wines furnished us from time to time by your house have given entire satisfaction to customers, and are now a staple article in our trade. We are pleased to be able to say that we consider them entirely pure.
Truly yours, SIMON COLTON & CLARKE.

PHILADELPHIA, July 23, 1869.

Messrs. Perkins, Stern & Co.—Your Wines have become a staple article of merchandise with us, and give our customers universal satisfaction. From such examination as we have given them, and the reports we hear of them, we have no doubt of their strict purity. Respectfully,
JOHNSTON, HOLLOWAY & COWDEN.

CAMDEN, N. J., July 23, 1869.

Messrs. Perkins, Stern & Co.—Our experience with your Wines and Brandies reaches back almost to the introduction of the goods to the people of the Atlantic States. We have taken pains, at different times, to submit them to scientific men for examination, and, from their reports, and the growing demand, we believe them pure and know them to give satisfaction. Yours, very truly,
8 2 mwf 2m EWEN & BROTHER.

GIESLER & CO. CHAMPAGNE.

Just received an invoice of
200 CASES
VERZENAY; GOLD LABEL AND GOLD LABEL DRY.
QUARTS AND PINTS.
For sale by
JOSEPH F. TOBIAS & CO.,
10 1 10trp Nos. 206 and 208 South FRONT Street.

STOVES, RANGES, ETC.

GOLDEN EAGLE FURNACES

AND

COOKING RANGES.

1,461,600

Cubic feet of space, thoroughly heated by EIGHT medium-sized GOLDEN EAGLE FURNACES, at United States Naval Asylum, Philadelphia.

PERFECT SUCCESS.

It is three years since the above Furnaces were invented and offered to the public. The advantages they combine have given them a most signal success. Already in our city it has taken the lead,

AND THE DEMAND CAN SCARCELY BE SUPPLIED.

The community are assured that the essential features which have given the Golden Eagle such unbounded popularity are not found in any other Furnaces now extant.

An examination is solicited.

SEND FOR ILLUSTRATED CATALOGUE.

CHAS. WILLIAMS,

Nos. 1132 and 1134 MARKET STREET

8 27 fmw2mrp PHILADELPHIA.

THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers,
27wfm6m SHARPE & THOMSON, No. 209 N. SECOND Street

WANTS.

WHARF WANTED.—WANTED TO LEASE a wharf on the Delaware, above Callowhill street. Address X. C. V., this office. 1t*

TO RENT.

TO LET—TWO HANDSOMELY FURnished Rooms, with Meals, in a private family. No. 2001 WALNUT Street. 10 4 mwf6t*

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals Upon Current Topics—Compiled Every Day for the Evening Telegraph.

WITS AND WEDLOCK.

From the N. Y. Tribune.

A letter from Mr. Charles Dickens to a friend, giving in detail the causes of his separation from Mrs. Dickens, has been lately revived and republished. It tells the old story with which the world is so familiar, of a sensitive, preoccupied, and studious man of genius mated with a woman possessed of every virtue under heaven except that of comprehending her husband's character. From the days of Socrates to the days of Lord Lytton Bulwer there has been a succession of just such unfortunate examples, by which, we are sorry to say, there is no probability that men of letters in the future will profit. Poet and painter, dramatist and novelist, philosopher and linguist, will go on—the Molieres, the Albert Durers, the Miltons, the Scaligers, the Bulwers, marrying and quarrelling in the future as they have married and quarrelled in the past. Too often the literary man rushes to the altar in haste that he may repent at leisure.

But before we speak further of this somewhat discouraging fact, let us, in justice to many great men to whom the gratitude of the ages has been secured, point out how thoroughly happy and how poetically beautiful the domestic lives of not a few votaries of literature have been. Fielding, in the exquisite character of "Amelia," has left an indelible record of the grace, the sweetness, the devotion of his wife, and (to use the language of one of the ablest of his critics) "of the smiling resignation with which she bore the consequences of his errors." In more modern times, the domestic lives of Scott, of Wordsworth, of Moore (to mention no others), have been disclosed to the world only for its admiration and delight. There have been writers whose characters were disfigured by most of the vices to which fallen humanity is prone; who have been thriftless, sensual, and indolent; who have misused talents which it would have been better for mankind to have hidden in a napkin; who have still kept fresh and warm their love for the wives of their bosoms as if those wives were still the girls of their hearts. The woman who is married to a man of genius, originally of a warm and generous nature, but who has wandered into the devious paths of dissipation, if she be patient, loving, and forgiving, need never despair of reclaiming him. At some unexpected moment, in some hour of unusual reflection, touched perhaps by some common bereavement, he may listen to her gentle entreaties, and all that is left of the man within him will rise to the rescue of his life. But this is a change which harsh rebuke and bitter upbraiding can never effect. Impatient of restraint, sensitive to censure, yet disinclined to acquiesce in its justice, conscious that he is really better than he may appear to be, and with an ideal world in which he can constantly take refuge from the austerities of his actual existence, the man of letters resents coarse blame as something which should be reserved for those of meaner clay, and declines to be judged harshly even by a wife when he feels that she understands nothing of his temperament or his temptations. He asks for sympathy not merely with his misfortunes but with his weaknesses. In half that concerns the business of life he is merely a child; and, like a child, he is more easily to be won by love than by severity. A man like this may be easily guided, if the guiding hand be that of one who is dear to him; but with all his seeming softness he will not be driven, and the attempt to drive him always ends in domestic disaster. During the last dreadful year of Sheridan's life, when the ruin of that remarkable man had become utter and hopeless, when fortune, friends, office, respectability, home, almost personal liberty, were gone, his wife addressed to him some sharp words concerning his dissipations. There was an infinite pathos in his answer. "Never again," he wrote, "let one harsh word pass between us during the period, which may not perhaps be long, that we are in this world together, and life, however clouded to me, is spared to us." The man who thus felt could not have been all bad. There must have been chords even in his worn and worldly heart which would have responded to the caressing fingers of affection, while they remained mute, or answered only in the jargon of passion, to a harsher handling.

The attention of the world has recently been redirected to the domestic tragedy of a poet who, if not great in the highest sense of the word, was in the very first rank. Most persons who have heard the story have been quite ready to pass judgment upon its probability. Yet it may possibly assist the equitably disposed to observe how Mr. Dickens complains that there has been coupled with his separation from his wife the name of "a young lady." "I will not repeat the name," he says; "I honor it too much." "Upon my soul and honor," he adds with energy, "there is not on this earth a more virtuous and spotless creature than that young lady. I know her to be as innocent and pure as my own daughters." But suppose Mr. Dickens had been in his grave for half a century before the circulation of this idle and malicious tale!

We have alluded to this Byron scandal simply for the purpose of illustration, and without the slightest intention of discussing it. Our only desire has been to remind the reader that men of letters are not always to be harshly judged when their marital ventures turn out anything but fortunate. Genius has often contented itself, has, indeed, been supremely happy, with a silly wife, if she had but the qualification of good temper; but genius harassed, tormented, perpetually reproved, and treated with studied disrespect, is likely enough to betake itself to erratic courses which in charity may be extenuated, however sternly they must be condemned by morality.

WHO ARE THE GOLD RING?

From the N. Y. World.

As the facts of the recent panic in Wall street transpire, people whose business has been injured or stopped by it are beginning to ask, Who is responsible? And the answer to that question, and the responsibility which that answer will fasten, cannot be escaped.

It is undeniable that, if the game of Wall street had been permitted to be played out, nobody would have suffered by it but the players, whom nobody would have compassionated if they lost, and who would have injured nobody but each other if they had won. The "corner" would have run its career and business would have subsided—if, indeed, legitimate business had been disturbed by it—into its usual steady flow. There never was a quarrel in which a disinterested public could have stood by, like the legendary woman when the fight was in progress between her husband and the bear, and declared with more perfect propriety that it did not care which whipped. But this pleasing consummation, which would have ended like the combat of the cats of Kilkenny—in two tails and a return of blessed peace to the neighborhood of the conflict—was not to be. Mr. Secretary Boutwell felt it incumbent upon him to rush in and throw the whole weight of his official influence into one of the scales. Because one faction was betting upon a rise in gold and the other upon a fall, he seems to have thought that the latter somehow deserved his encouragement and support, and he consequently threw in to their assistance a supply of the commodity by the scarcity of which, created by their opponents, that faction was losing. And, having thus determined to meddle in a quarrel which was most distinctly none of his business, he manifested an imbecility which would be marvellous in anybody but a radical financier, and allowed his intention to be known before it was executed. The consequence was that he lost even the profit which he might have made had he taken advantage of the artificially high price of gold. The gold fell as soon as his intention of selling it was known, and, when his gold actually came to be sold, the rate had sunk to its normal level. But the promulgation of this design brought about the sudden and precipitous tumble in gold which caused the suspension of so many firms, entailed upon others such heavy losses, and made the gold market and its appendage, the Gold Exchange Bank, into chaos come again. The sudden suspension of so many firms of good standing, and the suspicions of the soundness of many more, produced, as it was certain that they would produce, that universal loss, which we call "panic," of that confidence which is the soul of modern trade.

The Secretary of the Treasury, then, was the immediate cause of the derangement of business which prevailed all last week. We have no disposition to defend him. He has acted with a stupidity and a weakness quite unparalleled even in his own career, and for which he and the power which put him where he is should be held to a strict account. The real criminals, however, are those whose interested urgency induced him to this course. We cannot blame the bears in gold for calling upon him to save them. But their prayers, never so importunate, might not alone have prevailed upon him to pursue so ruinous a course. If any public man, and still more any public journal, shall be found to have been in league with those bears, and to have won over the Secretary, by advice delivered in their public and ostensibly impartial character, to conduct of which the result has been so baneful, no penalties which public indignation can visit upon them will be too severe.

Let the public judge.

On the 23d of September, after gold had begun to rise, the *Tribune* contained the following:—

THE GOLD SPECULATION.

"The Secretary of the Treasury appears to turn a deaf ear to the complaints of merchants, who are groaning under the manipulations of the gold-gamblers, and persists in keeping from eighty to one hundred millions of specie idle and useless in the Treasury vaults. This is very satisfactory and encouraging—to the gold speculators. The raiders on Government credit and the old Copperheads, who opposed the Union arms in the war, and who would be quite as happy to embarrass the Government now as they were during the progress of the Rebellion, are all delighted. Business men, and all who strive by words and deeds to uphold the Government credit, fail to find in it equal cause for cheerful satisfaction. We fear the Secretary is making a serious mistake, which he may be too late in discovering. We are quite confident that a policy which should prevent these mischievous movements in the gold market would meet with almost universal approbation, and that the do-nothing policy, which enabled gold operators yesterday to push up gold to 141¼ in the face of such a supply in the Treasury, finds but few supporters outside the interested ring. Look to this matter quickly, Mr. Secretary, or the laurels you have won will be withering before frost comes. Gold 141¼. Government securities falling—why must this continue?"

On the following day (Friday) the *Tribune* followed up this cry of the wounded, pretending to be its usual shriek about Copperheads, with an article of which the following paragraph is the point:—

"We beg Secretary Boutwell to perceive that the interests of the business community and the interests of the Treasury Department are here identical. The opportunity to make a great saving for the Government is likewise the opportunity to do a great service to the suffering interests which the gold gamblers have paralyzed. Let us have the premium on gold, now higher than it has been for many months past, and higher than it is likely to be again for months to come, realized for the benefit of the Treasury. Let us have the money thus realized invested in Government bonds, that there may be no suffering from any artificial scarcity of currency, and that the money of the Government may be made effective in paying debt and stopping interest. Such an opportunity may not occur again in years. Realize the premium on your gold; take advantage of the market for Government bonds. Sell your gold while it is high, buy your bonds while they are low, and thus make a double profit to the Government and relieve the business community. Can there be a question of the business policy of such a measure? Can there be a question as to the duty of the Secretary to adopt it, and adopt it at once?"

This article was telegraphed to Secretary Boutwell at Washington, and it was in response to it and in compliance with it that the sale of gold that day took place, which is the source of all the present woes.

Can anybody who reads these two extracts entertain a doubt that they were inspired by the bear clique in Wall street? Can anybody entertain a doubt as to what ought to be said of a journal which so shamefully perverts its public trust as to become a claquer for a party of gamblers, or of the editor who permits it to be prostituted to such uses?

WHEN WILL THE NATIONAL DEBT BE PAID?

From the N. Y. Times.

Of all the heavy blows which Republican orators, financiers, and statesmen have dealt to the despondent Democratic suggestion of repudiation, none are so effective as the late official estimates, by officers high in the favor of the administration and equally high in the confidence of the people, as to the exact way and time in which the national debt, principal and interest, will be paid. When we learn from an authority like Commissioner Delano that the revenue receipts for a single quarter, under President Grant, exceed by ten millions those of the same period under his predecessor, we know on what facts and figures these welcome prospects of paying the national debt are based.

The letter of Commissioner Wells to Mr. Dudley, our Consul at Liverpool, tallies with the recent speech of Mr. Delano, as to the increased surplus of revenue which President Grant's administration will certainly bring us. Mr. Wells assures, to begin with, that the surplus revenue for the fiscal year ending June 30, 1869 (comprising but four months of General Grant's administration), was at least $48,000,000; *i.e.*, receipts, $371,000,000; expenditures, $323,000,000. The average annual increase or elasticity in the revenue from the growth of the country is fully $15,000,000; while, adds Mr. Wells, "the gain from the rigid system of economy inaugurated by the present administration, and from a more faithful collection of taxes, will undoubtedly equal, and probably exceed, $30,000,000." Taking the last year's basis of $48,000,000 to guide us, we may expect, therefore, with this addition of $45,000,000 a year, a surplus next June of $93,000,000. But, in reality, the surplus of last year was reduced by a payment of $18,000,000 on extra bounties and one of $7,500,000 gold ($9,500,000 currency) for Alaska. These sums we shall gain each year hereafter; and, adding to our account, we get a total of $120,000,000, on the Commissioner's estimate, as our probable surplus revenue for the current fiscal year.

How shall this grand surplus be applied? From the first we have argued that, for the present, a fixed annual amount of $50,000,000 should be devoted to reducing the national debt, and all the rest should go to reducing the taxes. We have little doubt that this policy will in time prevail. Mr. Delano has said that with continued frugality and faithful collection of the revenue, so as to make it yield, as at present, a minimum surplus of $100,000,000 over all expenditures, to be applied to the national debt, the latter will be reduced in eight years to $1,200,000,000. Mr. Wells tells us that an annual investment of this same surplus sum of $100,000,000 at six per cent., in a sinking fund, will extinguish the entire principal of our debt in less than fifteen years. But suppose that we take simply the surplus revenue of $50,000,000, which was found to be annually collectable under the Johnson administration, and apply this regularly to the reduction of the debt; suppose, also, that, taking the gain under the present administration purely from economy of expense and the more faithful collection of taxes—a probable amount of $30,000,000, according to Mr. Wells—we reduce by this amount the taxes, how then shall we come out? Mr. Wells answers us specifically. The annual investment, he tells us, of $50,000,000 at six per cent., in a sinking fund, will extinguish the national debt in twenty-three years, as the investment of $100,000,000 would extinguish it in less than fifteen years; "and between these periods," he adds, "you have, in my opinion, the exact time when the present public debt of the United States will be extinguished."

In other words, at our present rate of taxation, the debt will be wiped out in fifteen years, while, even at a much reduced rate of taxation, it can be wiped out in twenty-three years. So much for the policy of frugality and fidelity as opposed to that of recklessness, repudiation, and ruin.

THE SUEZ CANAL.

From the N. Y. Herald.

A despatch from Alexandria informs us that M. Lesseps has passed through the Suez Canal in a steamer from Port Said to Suez—that is, from the Mediterranean to the Red Sea—in fifteen hours. It is impossible to refuse to admit that M. Lesseps has accomplished one of the greatest wonders of this or, indeed, of any age. The world laughed at him when he commenced his undertaking. It was an impossibility; it never could be accomplished. It was an old thought, but never was a fact. The idea was as old as, nay, older than, the Pharaohs; but the sands of the desert had in every instance proved stronger than man. Such was the language common at the time the canal was commenced. Such has been the language held by many in spite of visible progress and demonstrated success. Steadily M. Lesseps has kept at the work. He has found money and men in spite of all detractors to carry on the work. He has exhausted the resources of art to find machinery suited to great emergencies. He has made nature herself his handmaid. Where no stone was to be had; he has taken lessons from the monuments of the past and converted the deep, heavy subsoil into material which may prove as enduring as marble or granite. The two seas have actually met and kissed each other, and there has been no deluge. On the contrary, a little steamer, with the engineer on board, has sailed from sea to sea in fifteen hours. It is a triumph to M. Lesseps; it is a triumph to French engineering; it is a triumph to modern science. We may now take it for granted that the opening of the canal towards the close of the year will be a complete success. In spite of the Sultan the dream of the Greek conqueror of the world will be realized. Alexandria will become one of the grandest centres of commerce. It will do more than recover all the splendor and prosperity which it lost by the discovery of Vasco de Gama. Trade will revert to its ancient channels. The cape will sink into decay. The coasts of the Mediterranean will bristle with large and flourishing cities. A voyage from New York, from Amsterdam, from Liverpool, from Marseilles to India and the far East will be accomplished in fewer weeks via the Suez Canal than months via the Cape of Good Hope. It will multiply largely the means of communication, and it will enormously increase trade. Egypt, in fact, will recover more than her ancient importance; she will again become the seat of empire. The canal will attract Europeans and even Americans to its banks, the world's wealth will find a new outlet, and it will not be wonderful if the ruler of Egypt, whoever he may be, soon dictates terms to the Turk. The truth is the Suez Canal will reclaim Egypt from barbarism. Civilization by it lays claim to the land of the Pharaohs, one of the first and grandest cradles of the race, and through it rushes to develop the mighty resources of Asia. It is a grand success, and we must rejoice in it. But it is also a great counter stroke to our Pacific Railroad. We have our isthmus. We must cut it or lag behind. We are nearer Asia than any of the commercial nations of Europe; but we lose our opportunity so long as the trade of the Atlantic States must seek Asia round Cape Horn. Let us cut the Isthmus at once. Let us have our Darien Canal. To us this is the lesson.

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Wholesale and Retail Dealers in
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Philadelphia.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Oct. 4.

The Bird Business.

In this age of strong-minded women, so many ways have been suggested of providing employment for the weaker sex (that wants to be on equal terms with the stronger,) that it is a wonder the idea of the bird-business has never occurred to the Susan-Anthonyites as coming within this domain. What could be prettier than a feminine bird-fancier? There is somethink so graceful and tender in the care of birds that it seems the most natural thing in the world to relegate it to the female hand. It requires no great strength; it is not a hard life; it does not tax bone and sinew; it makes no call upon those moral and physical qualities which are believed to be essentially masculine. It does, however, demand an affectionate disposition, patient, loving, assiduous habits, gentleness and winningness—many of those qualities, in short, which (shall I say by a pleasant fiction?) are thought to be necessarily feminine. Consequently, I commend the bird question to the consideration of the ladies who are slowly revolutionizing the world from their cunningly-woven web in East Twenty-third street of this city. In New York at least, if in no other city of the Union, there ought to be a nice opening for an ambitious young woman among the birds, for there is a constant importation of feathered songsters, as well as of feathered flying animals who don't sing.

Canary birds, for instance, are brought to this port in large numbers, by men who make it the business of their lives to deal in them. Sometimes, very rarely it is true, it happens that a vessel's entire cargo consists of them, and once on a time a ship-load of yellow-throated warblers, numbering some thousands, has been wrecked, and the cargo of carols scattered to the waves and winds. There are plenty of bird-fanciers in the city, too, who recollect the time when an entire invoice of between and two thousand English sparrows perished from the thoughtlessness of a drunken attendant, who handled so many "tots of grog" during the passage, that he entirely forgot the necessities of the little ones. This happened at a time, too, when there was a demand for English sparrows in this city, and when, consequently, they might have been disposed of at any price between five dollars and twenty-five. Of course, now-a-days, that kind of bird would not bring anything like the old price, for the parks and gardens have become overstocked, if anything, with them. They have done excellent service in extirpating worms and caterpillars, and, as a sort of vermifuge on wings, their efficiency is not to be despised.

The kind of bird most numerously brought to this port, however, is that member of the finch family called the canary, or the *carduelis canaria*. Instead of being brought direct from the Canary Islands, as is fondly believed by many, they are imported hither from Germany, where their breeding and rearing are very carefully superintended by simple-minded peasantry who are familiar with their every habit, and thoroughly understand how to feed and discipline them. I am not a *Sun* reporter, but I have interviewed many a bird-fancier along Chatham street and North William street, and I find that the Canary Islands are as much unknown to them, even by name, as though they had never existed. It is almost exclusively from Germany that these birdy people obtain their golden-necked twitterers. Hence they are brought over to this city in tiny mites of cages made of willow. The locker-on among the aviaries that flourish near the City Hall Park must surely have noticed those little bird-houses, not much larger than those miniature cottages which form an old-fashioned ornament on so many a provincial mantel-piece. At the most they are not more than four inches square, and have the roof somewhat rounded. Appearances are against the belief that in this contracted domicile the little bright-breasted occupant leads a happy life. But it is one of those many cases in which appearances are not to be trusted. Balancing himself lazily on his perch, like a good-natured cynic who is determined to be happy in a quiet way, he seems to be silently accruing the material for song. Every now and then he bursts forth, as though able to keep in no longer; but so constant is the din of his brother birds around him, that his voice causes no perceptible swell to the chorus.

His voice, I say, for it is the male canary that does the singing. His *frau* has quite enough to do in laying eggs and hatching them, and in this respect sets, to the ladies above referred to in East Twenty-third street, an example of which Horace Greeley would no doubt approve since he has turned his back, for the time being, on the sex. All that the bird-ess is ever allowed to do in a vocal way is to put in a chirp now and then, which doubtless goes for no or yes, as the case may be, in answer to her husband's persistent monologue. As for *him*, all he ever does is to bathe, to banquet, and to break into song. He is a sort of transmigrated Harold Skimpole, who, by some mysterious process of metempsychosis, has passed into his present state, and warbles life away, while other birds do the real hard work of aviary existence.

These male canaries sell, variously, at from ten to fifteen dollars apiece, the females not being worth more than one-tenth that amount. Like all other warblers, he is exorbitantly paid for what he does.

It sometimes happens that people who devote all their lives to one pursuit, refine upon its various departments to such an extent as to spoil, for every one but themselves, the various distinctions they make. This is true of the canary-bird fanciers of New York. One of their favorite distinctions is between the long-breed and the short-breed canaries. The long-breed is much the more valuable bird. Why? Ask the bird-fanciers along Chatham street. *They* may be able to tell you? *I* can't, though I have questioned them repeatedly. The short-breed is the canary in its natural state, with a throat full of song, golden plumage, full breast, soft feathers, and bright eyes. The long-breed is the late result of a series of back-breedings, family-mixings, and crossings of various kinds. It cannot sing much, or sings at best like a *prima donna* with a broken voice. So scant are its feathers that it looks as though it had been dragged through a pond and was only half dry. Its legs are so long that they look more like stilts than legs. In fact, it has the appearance of a canary from whom good things might once have been expected, but upon whom a curse has fallen. In fact, there is all the difference between the short-breeds and the long-breeds that marks man's efforts to improve on nature. God made the one and the bird-fanciers made the other. There are some people, you know, who prefer painted lilies, and there is a class of counterfeiters who confine themselves to increasing the exchangeable value of greenbacks by altering the figures upon them. As for me, give me the short-breeds. I prefer them, even if they are cheaper, though I only get laughed at for expressing these views candidly to the Chatham street canary-bird fanciers.

ALI BABA.

Scrapings.

—The Union Pacific road has leased the International Hotel, Omaha, for general offices.

—Eleven hundred Haytien paper dollars were equal to one dollar in gold at last accounts.

—Fifteen dentists of St. Louis are being prosecuted for an infringement of the Goodyear patent.

—A boatman on the Missouri was impaled on a snag the other day while asleep in the bow of the boat.

—The foreign imports of Boston this year up to last Saturday are nearly thirty-eight millions of dollars.

—The Hoosac tunnel appears chiefly useful as an objective point for Massachusetts municipal excursions.

—The annual report to the National Grand Lodge of Odd Fellows puts the total membership at 260,000.

—The Mormon girls call the young saints "Cayuses," and the Gentiles call them "Yahoos."

—A Connecticut schoolmarm walks seventeen miles before breakfast, carrying a satchel and an umbrella.

—The lumber yards of Indianapolis contain 30,000,000 feet of lumber, 15,000,000 shingles, and 15,000,000 lath.

—A Texas paper says that the Byron bore has now become an artesian well of the most excruciating dimensions.

—A clergyman of Dubuque, Iowa, is accused of taking French leave of his people, they thinking him only rusticating.

—The Massachusetts Agricultural College students all went to Boston on Thursday to attend the State Horticultural Exhibition.

—An immense balance wheel, weighing 47,000 pounds, for a new rolling mill, has just been cast at a Louisville foundry.

—An Illinois agricultural society offers a premium for the best-made white shirt, the handiwork of any of the country girls.

—The largest mail ever sent from Chicago went on a Western train last week. There were 128 sacks, and the mail weighed 25,000 pounds.

CARPETINGS, ETC.

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M'CALLUM, CREASE & SLOAN,

No. 509 CHESNUT STREET,

Importers and Retailers of

CARPETINGS

Of every description.

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NEW DESIGNS IN MOQUETTE,
CROSSLEY'S VELVETS, 6-4 WIDE,
In original and exclusive patterns.

1000 PIECES BRUSSELS,

Of the best English manufacture, of new and novel styles, many of them designed expressly for us.

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NEW CARPETS.

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Venetians, Druggets, Oil Cloths, Etc.

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No. 832 ARCH STREET,

9 6 1m Two doors below Ninth, south side.

FURNITURE.

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T. & J. A. HENKELS,

AT THEIR

NEW STORE, 1002 ARCH STREET,

Are now selling their ELEGANT FURNITURE at very reduced prices. 9 29 3mrp

CAUTION! BEWARE
FURNITURE.
THE TRICK OF TRADE EXPOSED!

It has been a plan of certain small houses in the furniture trade to give 5 or even 10 per cent. commission to parties from other trades and stores bringing or sending customers to them, and then charging purchasers a higher price for their furniture or else sending them an inferior article.

This is to caution parties not to go to stores where they are thus slily recommended by these interested advisers. Messrs. GOULD & CO. do not pay any commissions to carpet stores or any others, and can therefore afford to sell cheaper and give their customers the full benefit of this saving.

They have by honorable dealing, secured the largest furniture trade in the city, and hope to merit its continuance.

BUY FURNITURE AT GOULD & CO.'S,
THE LARGEST, CHEAPEST, AND BEST STOCK
IN THE WORLD!

N. E. Corner NINTH and MARKET Streets, and Nos. 37 and 39 N. SECOND St., Philadelphia. 9 29wfm3t

DEAFNESS.—EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut. 8rp

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches wide; Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
25§ 103 CHURCH Street (City Stores)

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:05 A. M. and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M. and 10:50 P. M., passing Reading at 5:44 and 7:31 A. M. and 12:50 P. M., and arriving at New York at 11 A. M. and 12:30 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:45 A. M. and 3:40 P. M., and from Tremont at 6:45 A. M. and 5:05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points designed, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $52·50 each, for families and firms.

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:25 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—

Way Mail Train at 8:30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7:00 A. M. and 4:25 P. M.

The 7:00 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5:40 A. M., 9:25 A. M., and 2:30 P. M.

Trains leaving Wilmington at 6:35 A. M. and 4:15 P. M. will connect at Lamokin Junction with 7:00 A. M. and 4:30 P. M. Trains for Baltimore Central R. R.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6:20 A. M., via Camden and Amboy Accom... $2·25
At 8 A. M., via Cam. and Jersey City Ex. Mail.. 3·00
At 2 P. M., via Camden and Amboy Express.... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3:30, and 4:30 P. M., for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6:40 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11:30 P. M. line leaves Market Street Ferry, (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, $3.

At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and 10:15 A. M. and 6 P. M. for Bristol.

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.
Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, $3·25.

At 11:30 P. M., Emigrant Line. Fare, $2.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Trenton.

At 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 8 and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9:30 A. M., 8 and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8:00 A. M
Paoli Accommodation	10:30 A. M., 1:10 and 7:10 P. M.
Fast Line	11:50 A. M.
Erie Express	11:50 A. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:00 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail and Pittsburg Express	9:30 P. M.
Erie Accommodation	11:00 P. M.

Philadelphia Express, 12 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock.

Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express	2:45 A. M.
Philadelphia Express	6:20 A. M.
Erie Mail	6:20 A. M.
Paoli Accommodation, 8:20 A. M., 4:05 and 6:35 P. M.	
Fast Line	9:35 A. M.
Parkesburg Train	9:10 A. M.
Lancaster Train	12:30 P. M.
Erie Express	6:10 P. M.
Day Express	1:30 P. M.
Pacific Express	8:25 P. M.
Harrisburg Accommodation	9:40 P. M.

For further information, apply to

JOHN F. VANLEER, JR., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD. — FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted) as follows:—

At 7:45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 6:45 and 10:45 A. M., and 11:30 P. M.

For Abington at 1:15, 3:15, 5:20, and 8 P. M.

For Lansdale at 6:20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new depot.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 P. M.

From Doylestown at 8:25 A. M., 4:35 and 7:05 P. M.

From Lansdale at 7:30 A. M.

From Fort Washington at 9:20, 10:35 A. M., and 3:10 P. M.

From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent.

WEST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper Ferry), at

8:15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, and all intermediate stations.

3:15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.

3:30 P. M., Passenger, for Bridgeton, Salem, and all intermediate stations.

5:30 P. M., Woodbury and Glassboro accommodation.

Freight train for *all stations* leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 South DELAWARE Avenue.

Commutation tickets at reduced rates between Philadelphia and all stations.

WM. J. SEWELL, Superintendent.
September 16, 1869. 9 29

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 3¼, 3¾, 4, 4:35, 5:05, 5¾, 6, 6½, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7½, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8:20 down train and 3¾ and 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10¾ P. M.

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8:05, 10:05, and 11½ P. M.

Leave Norristown at 5:40, 6½, 7, 7¾, 9, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7¾ P. M.

Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6¾, 8:05, 10:05, and 11½ P. M.

Leave Manayunk at 6:10, 7, 7½, 8:10, 9½, and 11½ A. M., 2, 3½, 5, 6½, 8:30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7¾ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD.

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:45 A. M., 11:00 A. M., 2:30 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:30 P. M.

Leave West Chester from Depot, on East Market street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A. M., 1:55 P. M., 4:20 P. M., and 6:55 P. M.

Train leaving West Chester at 8:00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 4:40 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. and 2:00 P. M.

Leave West Chester for Philadelphia at 7:55 A. M. and 4:00 P. M.

WILLIAM C. WHEELER,
4 10§ General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE.

On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	9:20 P. M.
" " Williamsport	7:30 A. M.
" arrives at Erie	8:15 P. M.
ERIE EXPRESS leaves Philadelphia	11:50 A. M.
" " Williamsport	9:00 P. M.
" arrives at Erie	10:00 A. M.
ELMIRA MAIL leaves Philadelphia	8:00 A. M.
" " Williamsport	6:10 P. M.
" arrives at Lock Haven	7:30 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	8:15 A. M.
" " Williamsport	9:15 P. M.
" arrives at Philadelphia	6:10 A. M.
ERIE EXPRESS leaves Erie	3:20 P. M.
" " Williamsport	4:25 A. M.
" arrives at Philadelphia	1:20 P. M.
ELMIRA MAIL leaves Lock Haven	6:50 A. M.
" " Williamsport	8:45 A. M.
" arrives at Philadelphia	7:15 P. M.
BUFFALO EXP. leaves Williamsport	12:20 A. M.
" " Harrisburg	5:10 A. M.
" arrives at Philadelphia	9:25 A. M.

Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALL. TYLER, FRED General Superintendent.

GOVERNMENT SALES.

GOVERNMENT SALE OF BONDED GOODS REmaining in store over three years.

Will be sold, at Godley's Bonded Warehouse, GRANITE Street, on FRIDAY, October 8, 1869, at 11 o'clock A. M., viz.:—

Per barque "Frei," Gullas master, from Rotterdam June 11, 1866—1 cask Gin, mark Palm Tree—C. Imported by George C. Carson & Co.

Per Outside Line, from New Bedford June 19, 1866—2 casks and three ¼ casks Wine, mark W. D. Imported by William Derbyshire.

Per railroad line, from New York July 23, 1866—19 baskets Wine, mark

CITY INTELLIGENCE.

ANOTHER MURDER.

A Citizen Killed on the Chesnut Street Bridge.

On Saturday night another assassination was committed in this city, and up to this hour the perpetrators are unknown.

The victim is a hard-working man, a glassblower by trade, who was engaged at Storm Brothers' glass factory, Market street, between Thirty-third and Thirty-fourth streets, named John Hughes. He is forty-eight years of age, resided at No. 8 Cooper street, above Twentieth, between Walnut and Locust, and leaves a wife and three children.

A gentleman named Brice, residing in West Philadelphia, was passing over the bridge a few minutes after eleven o'clock on Saturday night, with his niece, whom he was accompanying home to Twenty-third and Walnut streets. They took the north side of the bridge, and on nearing the centre, a man, the deceased, was seen staggering along, with his head inclined and one of his hands placed over the region of the heart. He appeared to be groaning, or endeavoring to articulate something, but the lady who was with Mr. Brice became fearful that Hughes was intoxicated, and so induced her uncle to press on. After proceeding a few yards they were met by an individual wearing a white hat, who exclaimed, pointing to the deceased, "That man has been stabbed down by that lager beer house!" meaning the tavern nearly opposite to the Chesnut Street Skating Rink.

The alarm was then given, and Policeman Mulhern, accompanied by a man named Joseph Douglas, proceeded to the spot, and found Hughes lying on the ground dead. There was not much blood on the garments of the deceased, but a small wound inflicted by a dirk, or a similar instrument, was discovered. Sergeant Smith and five policemen, who had been down to Broad street, were at this time crossing the bridge on a car, and upon being made acquainted with the affair, alighted and assisted in removing the unfortunate man to the Sixteenth District Station House.

Lieutenant Leech passed nearly over the bridge a few minutes before 11 o'clock, and the fatal act must have been committed between 11 and 11·15. Money does not seem to have been the object of the assassin, as deceased's pockets were undisturbed—he had out 15 cents on his person. A great many theories are advanced for the commission of this deed, one of which is that Hughes was met by some of the Schuylkill Rangers, who were about in large numbers on Saturday night, having had a dance in the neighborhood, and got into a quarrel, and was thus ordered.

A post mortem examination was held yesterday morning by the Coroner's physician, and it was found that deceased had sustained a wound in the left side, passing near the sixth rib, through the apex of the heart into the cavity. After this examination Hughes was taken home, and an inquest will be held to-morrow. Previous to this occurrence deceased had interfered in a matter of a colored woman having a shawl stolen which he recovered, and to this act is attributed by many the fatal deed. Two arrests were made last night, but the detectives deemed it prudent to withhold their names.

SUPPORT OF THE INSURANCE PATROL.—The Insurance Patrol organized in this city some months since has already rendered such valuable assistance as to secure a permanent support from the insurance companies interested in obviating, as far as possible, the losses resulting during fires from the flooding of buildings by heavy streams of water. The following sums have been contributed to their support:—

Home Companies.—Insurance Company of North America, $600; American Fire Insurance Company, $600; Pennsylvania Fire Insurance Company, $600; Insurance Company of the State of Pennsylvania, $600; Franklin Fire Insurance Company, $600; Reliance Insurance Company, $400; Enterprise Insurance Company, $300; Spring Garden, $300; Union Mutual, $300; Girard Fire and Marine Insurance Company, $300; Fame Insurance Company, $200; Anthracite Insurance Company, $100; United Firemen's Company, $100. Total, $5600.

Foreign Companies.—Represented by Atwood, Smith & Co., $600; William Arrott, $600; George Wood, $600; Sabine, Allen & Dulles, $600; William D. Sherrerd, $600; Thomas J. Lancaster, $500; Prevost & Herring, $300; Boswell & Co., $300; S. R. Hilt, $300; John Wilson, Jr., & Bro., $200; Kingsland & Hawley, $150; E. Fransson, $150; Scull & Newbold, $100; M. D. Evans, $100. Total, $5100. Grand total, $10,700.

A DIAMOND IMPOSTOR.—A shrewd plan of imposture is now being used to dupe credulous citizens, and some have already suffered from its effects. We caution those of our readers who may receive letters similar to the following to place no confidence in its statements, if they would save their money:—

Office of J. M. Blake & Co., Importers, and Wholesale Dealers in Diamonds and Fine Gold Watches, No. 624 Broadway, Factory at Geneva, Switzerland. New York, October 1, 1869.—Sir:—About fourteen months since Messrs. Read & Co. paid us $280 for a fine solid gold Geneva watch, which they stated your ticket No. 124,465 had drawn, requesting us to send it to you as soon as the $10 percentage was received. We have since then paid $3 taxes on the watch, making the charges on it now $13. Let us know by what express to send the watch, so you can call and get it, and pay the $13 charges to the express agent. We are, sir, most respectfully,

J. M. BLAKE & CO.

AN UNFOUNDED REPORT.—Several journals of this city have circulated a report that Abraham Ritter, Esq., a member of the Stock Board, and an estimable gentleman of this city, acted in such an excitable manner in the Exchange building on Wednesday last that he had to be removed to Dr. Kirkbride's establishment. We have the best authority for stating that Mr. Ritter was not in the Exchange building at all at the time mentioned, and that there is not the slightest foundation for this unjust report beyond the simple fact that this gentleman was so indisposed as to be absent at his home during the latter part of the week. The papers which have inadvertently circulated the paragraph in question we trust will give place to its refutation.

THE LATEST NUISANCE.—Every urchin you now meet upon our streets is armed with a wooden syringe, the water from which he throws upon passers-by. We have witnessed, within a week passed, two or three ladies' dresses ruined whilst riding in our passenger cars, from boys, seated upon the curbstones, drawing water from the gutters and throwing it through the open car-windows upon the passengers, and then running off delighted with their sport. The police should arrest every boy in possession of these weapons.

DECIDEDLY OBLIGING.—A party of roughs at an early hour yesterday morning went to a beer saloon on Fourth street, below Callowhill, and, after rapping awhile at the door, were answered by the proprietor, who stuck his head out of an upper window. He was informed to come down, as the crowd wanted to kill him. Being of an obliging disposition, he did come down, and got well hammered about the head and body. One of the attacking party, named as Frederick Crouse, was captured, and after having a hearing before Alderman Toland, was committed in default of $1000 bail.

A LADY ASSAULTED.—On Friday evening about half past 7 o'clock Mrs. Bowers, residing at Rising Sun, while passing along Germantown avenue, near Lehigh avenue, was knocked down by a cobble stone which had been thrown at her by a man who was going along the avenue. Her cries drew to her assistance Mr. Ottenger, a lumber dealer, who captured a fellow who was on a dead run. He was taken before Alderman Myers, where he gave the name of George Hitman, residing at Fifth and Diamond streets. He was held for trial.

THE VISITING FIREMEN.—This morning the members of the William Wooley Hose Company, of Boston, who are in this city, were escorted to Independence Hall, where, in the absence of the Mayor, the speech of welcome was delivered by President Mason, of the Resolution Hose Company, and the response by William Wooley, Esq. The visitors were then taken to the Mint. They will participate in the Lyle Monument ceremonies this afternoon.

A RIOT FRUSTRATED.—Yesterday about noon a number of fire companies congregated in the vicinity of Fifth and Vine streets, and engaged in a general row. Mayor Fox happened to be in the neighborhood, and on going to the spot, directed the arrest of several parties, who, at a hearing before Alderman Kerr, gave the following names:—Patrick Fearing, Charles Dilks, and Joseph Blight. They were held for a further hearing.

SECRETARY BOUTWELL, as mentioned elsewhere, will address the citizens of Philadelphia, at Horticultural Hall, this evening. After the adjournment of the meeting, Mr. Boutwell will retire to the Union League House, where he will hold a formal reception, at which our citizens will have an opportunity to take him by the hand.

ROBBERY.—About 3 o'clock yesterday morning thieves broke into the surgical instrument manufactory of Jacob J. Tempel, at Eighth street, below Chesnut, and stole instruments to the value of $100. They succeeded in escaping with their plunder.

DEATH OF A POLICEMAN.—Policeman William J. O'Neill, of the Twelfth district, died yesterday morning.

Stock Quotations by Telegraph—1·45 P. M.

Glendinning, Davis & Co. report through their New York house the following:—

N. Y. Cent. R.	178¾	Pacific Mail Steam.	63
N. Y. & Erie Rail.	32¾	West. Union Tele.	36¼
Ph. and Rea. R.	94½	Toledo & Wabash R	56½
Mich. S. R.	92⅝	Mil. & St. Paul R.	67⅝
Clev. and Pitts. R.	92⅛	Mil. & St. Paul pref.	81⅛
Chi. and N. W. com.	71	Adams Express	52¾
Chi. and N. W. pref.	84⅜	Wells, Fargo & Co.	16⅝
Chi. and R. I. R.	105⅛	Gold	129¾
Pitts. F. W. & Chi. R.	84⅜	Market strong.	

LEGAL INTELLIGENCE.

Court of Quarter Sessions—Judge Ludlow.

OPENING OF THE TERM—INSTRUCTIONS TO THE GRAND JURY.

The October term of the Court was opened this morning by his Honor Judge Ludlow. He appointed Joseph Chew, Esq., foreman of the Grand Jury, and the Judge charged that body as follows:—

Gentlemen of the Grand Jury:—

This is the day fixed by law for the beginning of the October term of this Court, and it is my duty to charge you as to what will be required of you during your term of service. In the midst of a storm at sea the commander of a vessel is not to be stopped and questioned as to the propriety of the orders he issues, either by his subordinates engaged in its management or by the passengers who sail with him. He is to be left to use the best endeavors his knowledge and experience enable him to make for the preservation of the ship and its precious cargo of human lives.

There is a carnival of crime now raging, and it is false to say that it is confined to the city and county of Philadelphia. It spreads itself to all our great cities. The battle rages more fiercely than ever between virtue on the one side and vice upon the other. The irresistible logic of facts has developed the fallacy of the system that has been put in vogue by the humanitarian ideas of the day.

I have frequently been censured for being too severe in my judgment upon crime; but I point to the present condition of affairs to prove that the punishment and not the reformation of the offender is the true remedy to secure the safety of the community. Why, look at the present system. The convict, instead of being punished for his depredations upon society, is taken to the penitentiary and there, for his reformation, he is treated as a boarder at a hotel.

Much has been said against the extreme cruelty of the old criminal codes, but I tell you that in the end it will be found more efficient to check crime than this reformatory principle. I mean to punish crime, and I hope the passengers who sail with us will at least remain quiet while we direct the course of the ship through the storm.

And the great cause of the prevalence of crime is to be found in the defective license laws, by which hundreds sell liquor without a license, and every man who can pay fifty dollars is allowed by law to sell liquor to the public. This subject, gentlemen, requires your attention.

We are told that even life is not safe in this community, and this is true. But why? No police system in the world could have saved Carter from the fatal shot that was given him at Fairmount Park. What vigilance could have saved the life of the unfortunate man who was murdered last night on the Chesnut street bridge? No power on earth could have staid the hand of the assassin that struck down Detective Brooks.

And why is this? Because crime is not punished. Banks and savings institutions are robbed, and the thieves go scot free; pockets are picked in the street, and the pickpocket is not molested; murders are committed, and the murderers walk in the streets with much confidence in their own safety. The dishonest of the community know that there is still a power behind the power which executes the laws.

The moment the felon is convicted the Executive Chamber is besieged by applications for his pardon; and the petition is signed by the most respectable of our citizens, not even excepting clergymen. Here is to be found the great cause of crime; because the offender never knows that he is sure to be punished, in the true sense of the term; he is only to be reformed, and in most cases believes he will not even be convicted.

I beg of you, gentlemen, to keep constantly in mind the grave responsibility that rests upon us, and do your duty fearlessly to the extent of your power.

CONSTABLES IN DEFAULT.

Notice was given that if the constables of the various wards fail to make their return to the Court on Monday next, the District Attorney will be directed to proceed against them.

U. S. Circuit Court—Judge Cadwalader.

A jury was in attendance upon the Court to-day, but there being no business to engage them, they were discharged.

Court of Common Pleas—Allison, P. J., and Judges Peirce and Brewster.

THE REVISION OF APPOINTMENTS.

This morning the following petitions for the revision of appointments of election officers by the Board of Aldermen, and the reappointment of other persons in the place of those who were disqualified, were presented and acted upon:—

Second division of the Eighth ward—George A. Hopper, appointed canvasser and window inspector, disqualified because of intemperance. The appointment of such men was strongly condemned by the Court. Hopper was removed, and a Mr. Forster appointed in his stead.

Ninth division of the 23d Ward—Leonard Hart, window inspector, was disqualified by having removed from the division, and George Hart was appointed in his stead. A large number of these petitions were before the Court, and employed their Honors all morning.

A REGISTRY QUESTION.

It was complained that on Saturday last a young man, who will be twenty-one years old on election day, applied in the Second division of the Eighth ward to be registered, but was refused because of his minority, and the advice of the court was asked. The judges decided that he was entitled to be placed upon the list, because he will be entitled to a vote on the day of election.

District Court, No. 1—Judge Thayer.

The period for jury trials in the District Court began this morning.

The only case before Judge Thayer was that of G. S. Long & Co. vs. Cheeseborough & Pearson, an action on a promissory note given for the price of certain oil stocks, to which the defense set up that there was a failure of consideration. At the close of our report the case was still on trial.

District Court, No. 2—Judge Hare.

David A. Smith vs. Haines & Dock. Feigned issue under the Sheriff's Interpleader act, to try the ownership of a lot of logs. On trial.

THE NEW YORK MONEY MARKET

The following extracts show the state of the New York money market on Saturday:—

From the Herald.

"The week which has just closed will be historical, as embracing a period of panic the most remarkable since 1857. When the great gold clique quietly began their operations a few months since, they little dreamed of the immense commotion they were about to produce. Even when their 'corner' culminated a week ago Friday the immediate future of the stock market was an unknown sea, whose waters they knew not were to be upheaved by so fearful a storm. It is an undoubted fact also that the stock cliques who were on the bear side of the speculation, in their wildest imagining of great profits, fancied not the depth to which the market was to be plunged. It was a time in which all sides lost money. Some lost fortunes—for the 'bears' were not content to remain out of their stocks, but loaded up midway of the descent and were swamped in the ultimate decline. Such a reversal of all precedents of Wall street was never known. The professional class of speculators were the heaviest losers. The shrinkage of values in the stocks which are daily carried in Wall street was not less than fifty millions of dollars—an obliteration of money which reached everybody. The story of the week will long be remembered in financial circles.

"There is reasonable ground for the belief that the worst of the crisis has now gone by. It is no secret that the shrewdest financiers feared the precipitation of a general panic by these disastrous occurrences. But here again we find not a repetition of 1857, but a more positive reproduction of 1864. In the former year the country was more susceptible of a panic, owing to the widespread system of State banks, whose redundant circulation easily paved the way for suspension when specie was demanded for bank notes. Last week the idea of a run upon the banks entered very few heads. Specie was not to be had for the money in circulation, and the currency in or out of bank was indexible in valuable. The only danger was to depositors in banks whose officials, in their greed for large gains, had taken the risk of loans on the depreciating securities of the Stock Exchange. In such instances, however, the first muttering of the storm in the previous week had been a warning that had not been unheeded, and there is reason for believing that few if any of our banks were lossers by unredeemed collaterals. The crisis has afforded the most satisfactory evidence of the fact that our greenback system of currency is the best one which could be devised. Its stability in the wild fluctuations of gold shows that it has attained a consistency of value greatly underrated. When gold was at 150 greenbacks were nominally 67, it is true, but in general business their purchasing power was none the less. Gold, which by the operations of speculators had become merely a speculating vehicle like any railway stock, was inflated beyond its real value. Had the gold bubble continued longer it would have exploded of itself. The world at large would never make so wide a difference between our currency and gold. The latter would have flowed here in copious streams as the cheapest means of paying for our exports. The fact is, the gold "corner" was like the Harlem "corner" and similar operations. Had the Government pursued a consistent policy we should not have had the panic. Mr. Boutwell, had he persisted in his determination to let the market alone, would have received no blame; for the corner would have ended as did that in Harlem, by the disastrous losses of the shorts, but with at any panic or general devastation. Speculative and natural causes would have remedied the matter. Mr. Boutwell's mistake lay in his interference at too late a moment, if he ought to have interfered at all, which is a mooted point. However, there is no action without reaction. The panic has caused great losses, but only among the people who live by Wall street speculations. The crisis has not extended beyond the four streets which environ the Stock Exchange. The rise in stocks ever since the scrip dividend of New York Central made men's fortunes between Saturday night and Monday morning, and turned the heads of fortune seekers with envy. There has been a diversion of public interest to Wall street which was prejudicial to sound business. The minds of the people, in the city and elsewhere, have been absorbed with the news of the stock market. The financial column of the daily papers has had a vast accession of readers. But now the dream is dissipated. Fortunes can be lost as well as made in Wall street. Speculation is not so sure a road to wealth. The sultry atmosphere has been cleared by a thunder storm, and the prospect is all the fairer for it. The events of the week will work a reaction and revival in the more legitimate channels of business. Let the next session of Congress pay more attention to the financial question, and we shall avoid repeating the history of England in passing through a suspension of specie payments. The period of paper inflations has lost its dangers for us. The country is growing so rapidly that it needs a circulation not less than the paper afloat."

Philadelphia Cattle Market.

MONDAY, Oct. 4.—Notwithstanding increased receipts the market for beef cattle was quite firm this week and prices were without quotable change. We quote choice at 9c.; prime at 8½@8¾c.; fair to good, 7@8c.; and common, 5½@6½c. per lb. gross. Receipts 2786 head. The following sales were reported:—

Head.
139 Owen Smith, Western, 6@8½.
56 A. Christy & Bro., Virginia, 7@8.
30 Dengler & McCleese, Chester county, 7@8½.
123 P. McFillen, Western, 7@8½.
98 Ph. Hathaway, Western, 7@8½.
103 James S. Kirk, Chester county, 7@8¾.
50 B. F. McFillen, Western, 7@8.
120 James S. McFillen, Western, 7@9.
90 E. S. McFillen, Western, 7@8¾.
104 Ullman & Bachman, Western, 7½@8¾.
210 Martin, Fuller & Co., Western, 5½@8¼.
130 Mooney & Smith, Western, 7@8¾.
127 Thomas Mooney & Bro., Virginia, 5@7.
50 H. Chain, Western Penna, 5@7.
100 John Smith & Bro., Western, 6½@8¼.
123 L. Frank, Virginia, 6¾@7¾.
55 H. Frank, Western, 6@7½.
138 Hope & Co., Western, 6@8¼.
108 M. Dryfoos & Co., Western Penna., 5½@6½.
61 Elkon & Co., Virginia, 6@7.
42 Blum & Co., Virginia, 6@7¾.
38 B. Baldwin, Chester county, 6@8.
40 J. Clemson, Western, 6@7¾.
20 D. Branson, Chester county, 6½@7.
40 James Hall, Western, 5@6¾.
41 J. Golthrop, Chester county, 7@8¼.
37 Chandler & Alexander, Chester county, 7@8¼.
20 A. Kimble, Chester county, 6½@8.
16 L. Horne, Delaware, 5@6¾.
44 S. Frank, Western, 6@6½.
40 P. Duffy, Western, 5@6½.
68 C Welker, Virginia, 5¾@6¼.
50 Thomas Duffy, Virginia, 6@7½.
74 John McArdle, Western, 5½@8¼.
80 Gus. Schamberg & Co., Western, 6@8.
81 G. Ellenger, Ohio, 6@8.
17 Jesse Miner, Chester county, 6½@8.

Cows and Calves remain unchanged. 125 head sold at prices ranging from $45 to $75 per head Springers sold at $40@60.

Sheep.—The market is firm at last week's quotations. 5000 head changed hands at the Avenue Drove-yard at 4½@6½c. per lb. gross, as in quality.

Hogs.—The demand is quite active, and prices have again advanced. Sales at the Union Drove-yard of 2478 head. $13·50@14 for slop and $14·50@15·50 for corn-fed, per 100 lbs. net, as to condition.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(*By Telegraph.*)

FORTRESS MONROE, Oct. 4.—Arrived for orders—Barque Forenieger, from Rio de Janeiro.

(*By Anglo-American Cable.*)

SOUTHAMPTON, Oct. 4.—Arrived, steamship Donau, from New York.

LONDONDERRY, Oct. 4.—Arrived, steamship Austria, from Quebec.

PORT OF PHILADELPHIA.....OCTOBER 4.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....65 | 11 A. M.....62 | 2 P. M.....70

CLEARED THIS MORNING.

Brig Marianna V, Goncalves, Lisbon, Jose de Bessa Guimaries.

ARRIVED THIS MORNING.

Steamship Brunette, Freeman, 22 hours from New York, with mdse. to John F. Ohl.
Steamer Tacony, Nichols, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer R. Willing, Cundiff, 13 hours from Baltimore, with mdse. to A. Groves, Jr.
Br. brig Queen of the Fleet, McCloud, from Glasgow, via Sydney, C. B., 12 days, in ballast to J. E. Bazley & Co.
Brig John Chrystal, Barnes, 13 days from Ponce, P. R., with sugar to John Mason & Co.
Brig M. E. Grindle, Hinds, 4 days from Boston, in ballast to Captain.
Schr Polly Price, Yates, 7 days from Saco, with herring to Isaac Hough & Morris.
Schr J. A. Berkley, Lardner, 5 days from Rondout, with cement to Lennox & Burgess.
Schr Teaser, Henley, 15 days from St. John, N. B., with laths to D. Trump & Son.
Schr J. E. Pratt, Nickerson, from Boston, with salt to Wm. Bumm & Son.
Schr R. W. Tull, Robins, from Boston.
Schr T. Sinnickson, Dickerson, from Providence.
Schr J. D. McCarty, Simpson, from Providence.
Schr Northern Light, Harlem, from Boston.
Schr J. Maxfield, May, from Providence.
Schr W. R. Genn, Small, from Providence.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Oct. 2.—Three barges leave in tow to-night, for Baltimore, light.
Wolcott, nitrate of soda, for Philadelphia.
N. Bottsford, furniture, for Baltimore.

BALTIMORE BRANCH OFFICE, Oct. 2.—The following barges leave in tow to-night, eastward:—
Jane Elliott, Thos. Lynch, Louiss Royer, Goddess of Liberty, Owen Brady, A. Newcomb, Myrtle, F. E. Greenman, James Byrnes and Enterprise, all with coal for New York.
A. L. Mason, coal, for Philadelphia.

PHILADELPHIA BRANCH OFFICE, Oct. 4.—The barge J. C. Baker, with coal for Elizabeth, N. J., left Saturday.
James McMahon, phospate, for Baltimore, left Saturday evening. L. S. C.

MEMORANDA.

Ship Valparaiso, Manson, 113 days from San Francisco, at New York 3d inst.

Steamship Gen. Sherman, Quick, from New Orleans 25th ult., at New York 3d inst. No date, 100 miles N. W. of Tortugas, passed a barque showing a signal, white ground and red border, with letter S in the centre, bound N.

Barque Trinity, Bolles, for Montevides, cleared at New York 2d inst.

Br. Brig Potomac, Moore, from Rio Janeiro Aug. 13, at Baltimore 1st inst, with coffee. Reports having seen on the southern edge of the Gulf Stream a waterlogged brig or schooner, both masts gone; had white house, drap top, black billet-head and bowsprit.

Special Despatch to The Evening Telegraph.

HAVRE DE GRACE, Md., Oct. 4.—Seven boats here for Philadelphia, detained by head winds:—
Middleton and Orlando, lumber, to New York.
Delaware, lumber, to New York.
Minnehaha, grain, to Hoffman & Kennedy.
J. H. McConkey, pig iron, to Cabeen & Co.
Harry and John, coal, to Wilmington.
Prairie, lumber, to R. Woolverton.
Wm. Mackey, lumber, to H. Croskey.

WEDDING AND ENGAGEMENT RINGS, of solid 18-karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand.
FARR & BROTHER, Makers,
3 24wfm No. 324 CHESNUT Street, below Fourth

WEDDING INVITATIONS ENGRAVED IN the newest and best manner.
LOUIS DREKA, Stationer and Engraver,
No. 1033 CHESNUT Street.

THE GREAT WEDDING-CARD DEPOT.

THE LATEST NOVELTIES IN WEDDING CARDS.
FAIRCHILDS' GOLD PENS,
WOSTENHOLM'S POCKET-KNIVES,
ENGLISH WRITING-DESKS,
FINE ENGLISH POCKET-BOOKS,
CARD CASES.
R. HOSKINS & CO.,
Stationers, Engravers, and Steam Power Printers,
NO. 913 ARCH STREET,
5 1 mwasm PHILADELPHIA.

OLD HOLLAND GIN AT AUCTION.

To Druggists and Others.

Will be sold at the Auction House of
POWELL & WEST,
No. 28 S. FRONT STREET,
On Thursday Morning, Oct. 7,
AT 12 M.,
TWELVE 5-GALLON DEMIJOHNS
Private Stock Old Holland Gin.
This GIN is warranted pure, very old, and was imported by a private gentleman for his own use. 10 4 2t

THIRD EDITION

DOMESTIC AFFAIRS.

The Freshet in Baltimore—Traffic Interrupted—The Streams Become Torrents—The Misfortunes of the Hornet—She is Again Caged—New York Money Market.

FROM BALTIMORE.

Interruption in Railroad Traffic by the Storm.

Special Despatch to The Evening Telegraph.

BALTIMORE, Oct. 4.—Trains due on the Northern Central and Western Maryland Railroads have not yet arrived, and none have gone out. Telegraphing along those routes is also interrupted. The Baltimore and Ohio trains from the West are delayed, but the Washington train came through, as did the Philadelphia train. The damages West and North will be serious. People in the flooded portions of Baltimore are busily engaged in clearing cellars, stores, etc.

Later Particulars of the Great Freshet.

BALTIMORE, Oct. 4.—The heavy fall of rain ceased a little after 2 o'clock this morning, and about 3·30 the flood in Jones' Fall commenced receding, and soon subsided.

All the goods in the lower floors of the stores in the submerged district having been removed to the upper floors, the damage sustained by the merchants is inconsiderable.

The first floors of all the houses in the vicinity of the intersections of Gay and Saratoga streets, Harrison street, through its entire length, and about the Maryland Institute, were flooded to the depth of several feet. The foundations of several buildings have been washed away, and the pavements torn up.

Rising of the Patapsco and Adjacent Streams.

BALTIMORE, Oct. 4.—The reports coming in represent the rain-storm of yesterday and last night as very destructive. Travel on the Northern Central Railroad has been delayed, and the Elk Ridge Railroad, from Annapolis Junction to Annapolis, is washed away at several points. The Patapsco river, at Ellicott City and Elysville, is very high, damaging the bridges on the main stream and the Baltimore and Ohio Railroad. The damage to the railroad is not serious, and will all be repaired to-day. The wires of several telegraph lines leading from the city are prostrated, and on some lines leading west the poles are washed away for a distance of five miles.

The Baltimore Produce Market.

BALTIMORE, Oct. 4.—Cotton is a shade better, but not quotably higher; sales at 29½c. Flour dull and lower; Howard street superfine, $6@6·25; do. extra, $6·25@7·25; do. family, $7·50@8·50. City Mills superfine, $6@6·50; do. extra, $6·25@7·50; do. family, $8@10·25; Western superfine, $5·75@6·25; do. extra, $6·25@6·75; do. family, $7@7·75. Wheat dull at $1·40@1·45. Corn—White, $1·06@1·10; yellow, $1·05@1·06; mixed Western, $1. Oats dull at 58@62c. Rye, $1·16@1·20. Mess Pork quiet at $33. Bacon firm; rib sides, 20½c.; clear do., 21c.; shoulders, 17½c. Lard firm at 18@19½c. Whisky firm and in fair request at $1·22@1·22½.

FROM WASHINGTON.

The Hornet Puts into Wilmington, N. C., and is Detained.

Special Despatch to The Evening Telegraph.

WASHINGTON, Oct. 4.—Secretary Robeson has information from Wilmington, N. C., that the Cuban privateer Hornet came into port there, and is detained by the United States Marshal. It is supposed she was forced in through stress of weather. The Marshal telegraphs here for instructions, and asks what he shall do with her? Secretary Robeson, Secretary Fish, and the President are now in consultation, and instructions will be sent to the United States Marshal at Wilmington to-day.

FROM NEW YORK.

The Money Market.

Despatch to The Evening Telegraph.

NEW YORK, Oct. 4.—Money 7 per cent. on call. Stocks steady but inactive. Governments rather weak on noon call. Gold dull and drooping at 129¼. The committee on clearing house have been granted time to deliberate.

Suicide.

Despatch to The Evening Telegraph.

BROOKLYN, Oct. 4.—John Printel, while temporarily insane, this morning ran down to the river and drowned himself.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

BETWEEN BOARDS.

$4000 City 6s, N.	100⅝	100 sh Read R.	47⅜
$9000 do.	100⅝	600 do.	47⅜
$1000 do.	100⅝	400 do.	47⅜
200 sh Penna R.	56⅜	300 do.	47⅜
40 do.	56⅜	300 do.	47⅜
100 Leh N St.	56	200 do.	47⅜
100 sh Reading	47⅜	100 do.	47⅜
100 do.	47⅜	100 do.	47·81
100 do.	47⅜	400 do.	47·81

SECOND BOARD.

$1000 City 6s, N.	100⅝	26 sh Penna R.	56⅜
$4000 Leh V R bs.	52⅝	10 sh Minehill R.	52⅝
100 sh Read RR.	47·81	100 sh Read RR.	47·81
$2000 Phila & E 7s.	83	41 do.	47⅜
100 sh Leh Stk.	35⅝	100 do.	47⅜
500 do.	35	100 do.	47⅜
200 do.	35	100 do.	47⅜
100 do.	35	100 do.	47⅜

WEDDING AND VISITING CARDS
ENGRAVED IN THE LATEST STYLE.
FOUR QUIRES OF FRENCH PAPER, and FOUR PACKS OF ENVELOPES TO MATCH, in a neat Double Box, stamped, only $1·00.
JOHN LINERD,
3 17 wsm No. 921 SPRING GARDEN Street.

RACES.

POINT BREEZE PARK.

TEUSDAY, OCT. 5.

Stake $500. Mile heats, 3 in 5 to harness. Catch weight.
Owner names b. c. SHOEMAKER, Colt.
Owner names b. g. OVERHOLT.
Omnibuses leave Library street at 2½.
Admission, $1. 1t

PATENTS.

WILLIAM S. IRWIN,
GENERAL PATENT AGENT,
No. 406 LIBRARY STREET.
OUTCALT'S PATENT ELASTIC JOINT IRON ROOF.
AMERICAN CORRUGATED IRON CO.'S MANUFACTURES, FIRE-PROOF BUILDINGS, ETC.
TAYLOR & COALE'S PATENT AUTOMATIC LOCK-UP SAFETY VALVE.
BRADFORD'S LOW WATER INDICATOR, ETC. ETC. 10 4 1m

FOURTH EDITION

THE FLOOD.

Rising of the Delaware—Railroads Washed Away Along the Hudson—The Disasters that May Result.

FROM NEW YORK.

Track Washed Away.

DOVER PLAINS, N. Y., Oct. 4.—North of Millerton the Harlem Railroad track is washed away. The bridge at Copake will soon go. The bridge at Ghent has gone.

Rising of the Delaware.

PORT JERVIS, Oct. 4.—The Delaware river is twenty feet higher than on Friday last. A portion of the Erie Railroad track was washed away between Port Jervis and Deposit. The wires are interrupted at this break, and no report of the flood beyond Deposit has been received.

The Storm in Albany.

ALBANY, Oct. 4.—One of the heaviest rain storms ever known here occurred yesterday and to-day. The New York Central road is damaged, and trains are behind time.

Ship News.

NEW YORK, Oct. 4.—The steamship Cleopatra, hence Sept. 30 for Havana, has returned for repairs, having broken her piston and cylinder head thirty-five miles southwest of Cape Hatteras.

Arrived, steamship City of Brooklyn, from Liverpool.

New York Stock Market.

NEW YORK, Oct. 4.—Stocks steady. Money easy at 6@7 per cent. Gold, 129¼. Five-twenties, 1862, coupon, 112½; do. 1864, do., 110; do. 1865, do., 110; do. do., new, 111½; do. 1867, 111⅝; do. 1868, do., 113⅛; 10-40s, 109. Virginia 6s, new, 52¾; Missouri 6s, 86½; Canton Company, 55; Cumberland preferred, 26; New York Central, 178⅝; Erie, 32¾; Reading, 94; Hudson River, 163; Michigan Central, 120; Michigan Southern, 81⅝; Illinois Central, 133; Cleveland and Pittsburg, 74⅝; Chicago and Rock Island, 104¾; Pittsburg and Fort Wayne, 184; Western Union Telegraph, 36.

New York Produce Market.

NEW YORK, Oct. 4.—Cotton firm; sales of 300 bales at 27¾c. Flour dull and declining; sales of 5500 barrels State at $5·60@6·50; Western, $5·55@6·70. Wheat steady but dull; sales of 25,000 bushels winter red at $1·43@1·45. Corn dull and lower; sales of 31,000 bushels mixed Western, at 98c.@$1·02. Oats dull and lower; sales of 15,000 bushels at 60@61c. Beef quiet. New mess Pork; quotations are nominal at $30·25. Lard heavy; steam, 18@18¼c. Whisky quiet at $1·22½.

FROM THE WEST.

Fraudulent Operations.

ST. LOUIS, Oct. 4.—Thomas Dowling was arrested at Quincy, Ill., on Saturday, for fraudulently obtaining two thousand dollars from parties in Kansas City, Mo.

Mysterious Disappearance.

William H. Romie, formerly a well-known resident of Chicago, mysteriously disappeared from Central City, Colorado, last week. As he had a considerable amount of currency and about sixty ounces of gold, it is thought he has been foully dealt with. A meeting of citizens on Saturday night offered a large reward for his discovery.

Changed Hands.

The old Santa Fe *Gazette* has changed hands, name, and politics. The new paper is called the *Post*, with O. P. Sullivan, Collector of Internal Revenue, as managing editor.

PEPPERY.

The Baron de Riviere Again—The Baroness Comes Down on Him—Love, Money, Etc.—The Baron Proves Himself a Graceless Scamp.

From the N. Y. Herald of yesterday.

At the outbreak of the Rebellion, when all the people in the United States and England were in great excitement over the steps taken by the General Government in securing the arrest of Messrs. Mason and Slidell, Confederate envoys, and transferring them from a British vessel to the custody of American officials, a French Baron and a noted friend of Mr. Slidell was setting the fashionable world of this city agog by making a great love conquest in the shape of a Mobile belle, who, after becoming thoroughly infatuated with him, eloped to a prominent watering place. The Baron was constantly before the public, once as contractor for the Southern Confederacy, in the war fleet, and general speculator in the intestine struggles and calamities of the North and South, and next as a great shareholder in the guano islands, in which matter ex-United States secretary Jeremiah Black was involved to some extent.

The exploits of the Baron were numerous, and after meandering around the world he settled down in France, where, in the gay receptions he graced with his presence, he made the acquaintance of a very wealthy and superbly handsome Parisian belle, whose abode in the Rue Montmartre was the attraction of all the nobility of the empire. It was not long ere his speculative propensities taught him that if he secured the baroness he would come into the possession of a rich prize, and, therefore, with blandishments and lover's devices, he vowed to the handsome belle that he could not exist without her, and at last succeeded, as she alleges, in seducing her under promises of marriage. After living as man and wife, it is asserted that the Baron induced her new-found love to dispose of her mansion and its contents and travel with him to Lima, Peru. They remained in South America but a short time and returned to Paris, where he became satiated with her charms and left her. The Baron came to New York, and the lady, ascertaining his whereabouts, followed in the next steamer. When here she was at a loss what to do; but hearing that Justice Dowling was the friend and adviser of the duped and the unfortunate, she repaired to him for his assistance and advice in the matter.

Judge Dowling listened with patience to the long, heart-rending and pathetic story of her wrongs, and after some deliberation became convinced of the sincerity of her representations, and sent for Counsellor William F. Howe and directed him to take the necessary steps to redress the grievances on the part of the lady. Mr. Howe thereupon took the lady's deposition, which, in legal phraseology, is as follows:—

Superior Court of the City of New York:—Helen Stille, plaintiff, vs. the Baron Henride Riviere, defendant—City and County of New York, ss.—Helene Stille, of said city, being duly sworn, says that she is the above-named plaintiff, and that she has a good cause of action against said defendant for wrongful conversion and unlawful detention of personal property arising on the following facts, namely:—That on or about the year 1865, in the French empire, the above-named defendant then giving himself out to be a French nobleman of princely fortune, and then representing himself to deponent as an unmarried man, but being in truth, as deponent has since discovered, then a married man, and a common pleasure seeker and common *chevalier d'industrie*, by divers arts, devices, false pretenses and allurements gained this plaintiff's affections and confidence, and did by false, wicked, and fraudulent devices, debauch this plaintiff and seduce her, and induce her to live and cohabit with him